

THE Commercial & Financial Chronicle

HUNT'S MERCHANTS' MAGAZINE.

A Weekly Newspaper,

REPRESENTING THE INDUSTRIAL AND COMMERCIAL INTERESTS OF THE UNITED STATES.

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The Chronicle.

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THE FINANCIAL SITUATION.

Wall Street markets have been undisturbed by any special influence during the past week. Rumors of a new manipulation of money have been rife and they seem to be traceable to the fact, for the moment somewhat significant, that one of the associated banks had been a creditor to a considerable amount for a number of succeeding days at the Clearing House, netting a credit for the five days ending the 16th instant of about six million dollars. It was, however, a little remarkable and hardly credible that after the recent failure to thus break the market, a new effort in making money stringent should be attempted now when the conditions are all turning against the success of such a scheme. And if anything of the kind was contemplated it has certainly

been abandoned, as the same bank was debtor over four millions and a quarter yesterday.

Evidence of the change which was taking place in the money currents we gave a week ago. The bank returns of last Saturday to a degree reflected this improvement—they showed among other things that the demand for the interior had become less active; and there are good reasons for expecting a more favorable showing in today's statement. It is not unlikely that loans will be further contracted, but the reserves (unless there is some unnatural disturbance) will also be positively augmented. Payment was made on Wednesday by the Assay Office for about \$2,000,000 foreign bullion deposited Saturday, and the ascertained value of the deposit of about \$2,000,000 made on Monday was disbursed on Thursday. On Tuesday the reported deposit was \$1,700,000, and on Wednesday \$150,000; but these may not be settled for in time to count in this week's bank averages. The facilities at the Assay Office for the necessary examination of foreign bullion are entirely inadequate, and the deposits of such large amounts of gold as those which were sent in on Saturday and Monday, test these facilities to the utmost. Notwithstanding urgent requests by bankers, the Treasury Department is not inclined to permit the Assistant Treasurer to make advances upon gold deposits, which was once the custom. As we understand it, it is believed by the Department that the law does not permit the practice. Consequently, consignees of gold bullion must await the completion of the process of examination by the assayers before their consignment can be made available by the banks.

Since Friday the purchases of 6 per cent bonds by the Assistant Treasurer have amounted to \$919,000, and since the 1st inst. the purchases have been \$2,867,000. Early in the week it was reported that currency was being returned from Chicago, the rate of New York exchange at that point having been advanced to par on Monday, and one of the Chicago papers having said that remittances would be made. But none of any amount can be expected until the rate rises to a point which will justify the movement. It is well understood, however, that Chicago has drawn very little from this city during the week. Shipments have been made of small amounts to St. Louis, and of larger sums to Southern points. There were no withdrawals of gold from the repository of the associated banks during the week; on the contrary, the sum of \$900,000 was deposited yesterday by one of the larger banks. The movements at the Sub-Treasury since Friday have resulted in a loss, which is also a gain to the banks, of \$830,967.

The arrivals of gold from Europe since Saturday have been \$6,339,970. This shows that our estimate of last week of \$7,000,000 afloat was an understatement. At present, including a withdrawal from the Bank of England of £131,000 on the 14th, £152,000 on the 15th and £67,000 on the 17th, there is estimated to be over \$5,000,000 still in transit. The first instalment should arrive within a few days. The advance in the Bank of England rate of discount, noticed last week, appears to have checked the efflux of bullion to some extent, as the reported withdrawal for shipment amounted to only £193,000, of which £131,000 came out on Tuesday. Since then the cable has reported small amounts gone into the Bank on balance. The weekly return shows a net loss of £76,000 bullion, with a gain of 3-16 in the proportion of reserve to liabilities, thus, for the present at least, preventing a further advance in the rate of discount, which on Wednesday appeared probable, for money in the open market in London was firm at the Bank rate.

The market for foreign exchange, though showing more strength at the close, is still weak. Some transactions have been privately made at very low rates, and bankers have been indisposed to purchase even for the purpose of speculation in bills. The supply has been abundant. The comparatively unsettled condition of the London market and the uncertainty regarding the immediate future of money at that centre, has aided in weakening exchange here. The demand at present is chiefly for remittances against 5s and 6s, which are steadily being imported. The outward movement of railroad securities continues, however, large, and all the stocks classed as the Vanderbilt specialties appear to find ready sale abroad. Central and Union Pacific, the San Francisco stocks, Atlantic & Great Western, Illinois Central, New Jersey Central bonds, Missouri Kansas & Texas, New York Ontario & Western, Erie and Reading go out by every steamer. The relative prices in London and New York of a few of the leading securities are shown by the following table.

	Dec. 13.		Dec. 14.		Dec. 15.		Dec. 16.		Dec. 17.	
	Lond'n prices.*	N.Y. prices.	Lond'n prices.*	N.Y. prices.	Lond'n prices.*	N.Y. prices.	Lond'n prices.*	N.Y. prices.	Lond'n prices.*	N.Y. prices.
U.S. 4s. c.	112-90	113½	112-78	113½	112-78	113½	112-98	113½	112-18½	113½
U.S. 5s. c.	100-97	101½	100-97	101½	100-97	101½	100-78	101	100-84	101½
Erie.....	48-87	47	46-83	46½	46-27	46½	47-23	47½	47-48	47½
Ed con.	93-32	98	98-08	97½	98-08	98	97-96	97½	98-79	98½
Ill. Cent.	120-98	121½	121-22	120½	120-98	121½	121-46	121½	122-07	122
N. Y. C.	144-84	144½	144-84	144½	144-35	144½	144-11	144½	145-23	144½
Reading	25-42½	50½	25-42½	51	25-54½	50½	26-02½	51½	26-17½	51½
Exch'ge, cables.	4-52		4-52		4-52		4-52		4-52½	

* Expressed in their New York equivalent.

† Reading on basis of \$50, par value.

‡ Ex coupon.

† Bid.

Money on call at the Stock Exchange loaned as high as $\frac{1}{2}$ of one per cent commission and interest early in the week, but since Tuesday the supply has been more abundant, and on Thursday the highest rate was 6 per cent. After brokers' balances were made up the rate fell to 3. Stocks have responded to the relief in the money market, especially the better properties, the demand being good for all investment securities; the action of the House of Representatives on the Funding bill on Tuesday, served to stimulate the movement; the success of the subscriptions to the Panama Canal gave an impetus to Pacific Mail; the purchase by Mr. Gould of a control in the St. Louis Iron Mountain & Southern road started that stock upward; and reports of increased earnings stimulated buying generally; the fall in Western Union appeared only to momentarily retard the advance in other directions. We are able to give today a table of earnings for the first week of December.

The increase on last year's large figures seems still to be over 18 per cent, as shown below. It is these continued favorable returns that account for the strong tone manifested by the market, and explain the tendency of prices to move steadily upward.

GROSS EARNINGS FIRST WEEK OF DECEMBER.

	1880.	1879.	Increase.	Decrease.
	\$	\$	\$	\$
Burl. Cedar Rapids & Northern	42,471	40,621	1,850	.....
Chicago & Alton	146,463	144,658	1,807	.....
Chicago & Grand Trunk	40,746	13,976	26,770	.....
Chicago & Eastern Illinois	33,734	23,067	10,667	.....
Chicago Milwaukee & St. Paul.	348,000	246,918	101,082	.....
Chicago St. Paul Minn. & Omaha	38,729	35,388	3,341	.....
Cin. Ind. St. Louis & Chic.	43,723	42,556	1,167	.....
Cincinnati & Springfield	21,957	17,966	3,991	.....
Clev. Col. Cin. & Indianapolis	82,479	71,694	10,785	.....
Denver & Rio Grande	71,043	32,098	41,945	.....
Des Moines & Fort Dodge	6,789	4,383	2,406	.....
Dubuque & Sioux City	21,234	20,710	524	.....
Flint & Pere Marquette	34,742	27,943	6,799	.....
Grand Trunk of Canada	215,199	190,381	24,818	.....
Great Western of Canada	105,214	95,155	10,059	.....
Hannibal & St. Joseph	57,291	56,740	551	.....
Houston & Texas Central	95,518	95,316	2,022	.....
International & Gt. Northern	52,948	55,191	.....	2,243
Lake Erie & Western	23,379	14,980	8,399	.....
Louisville & Nashville	218,600	151,200	67,400	.....
Memphis & Charleston	41,427	34,602	6,825	.....
Missouri Kansas & Texas	84,937	90,771	.....	5,834
New York & New England	50,015	48,159	1,856	.....
Northern Pacific (East'n Div.)	59,600	24,073	35,527	.....
Peoria Decatur & Evansville	7,536	3,242	4,294	.....
St. Louis Alton & T.H. (main line)	23,318	23,254	64	.....
Do do (branches)	16,580	13,714	2,866	.....
St. Louis Iron Mt. & Southern	167,500	181,337	.....	13,837
St. Louis & San Francisco	54,157	53,035	1,122	.....
St. Paul & Sioux City	31,180	20,149	11,031	.....
St. Paul Minn. & Manitoba	64,404	53,942	10,462	.....
Setoto Valley	5,306	6,119	.....	813
Wabash St. Louis & Pacific	239,469	227,385	12,084	.....
Total.	2,551,690	2,160,717	413,700	22,727
Net increase (18-09 per cent)			390,973	

* Week ended Dec. 4.

† Week ended Dec. 3.

MR. GOULD AS A RAILROAD KING.

To Mr. Gould's other acquisitions must now be added the St. Louis Iron Mountain & Southern and the International & Great Northern, both purchased this week. In the Iron Mountain, Mr. Gould is credited with having bought less than a majority interest, but his interest is sufficiently large, no doubt, to enable him to control the management of the property. In the International & Great Northern he has purchased half the stock, and of course has absolute control.

Together these two lines will give him about 1,245 additional miles of road. In the early part of the current year we made up a statement showing all the roads under his control, either directly or indirectly. Since then the total has been swollen by new mileage built or acquired, and if now we include the Iron Mountain and International, we shall find that above 10,000 miles of railroad, or more than one-ninth of the entire mileage of the country, are under his influence. The Atchison Topeka & Santa Fe is the only formidable competitor to the Gould system west of the Mississippi and Missouri Rivers.

Mr. Gould's object in obtaining possession of these routes is to secure himself against competition for the business of the Southwest and Mexico—prospective competition, probably, rather than such as already existed, which could not have been very severe. The Iron Mountain affords a line from St. Louis to Texarkana, and this line is extended to San Antonio by the Texas & Pacific and the International & Great Northern. The latter may not yet have reached San Antonio, but it can not be far away, as according to latest accounts the road was in operation to New Braunfels. A branch to be constructed from Mineola to Greenville will also bring the Missouri Kansas & Texas in connection with the International, so that Mr. Gould will have a Texas outlet for both his Southwestern lines. From San Antonio the Kansas & Texas and the International will jointly build a line to the Rio Grande—Laredo is the point most frequently mentioned—there

to connect with the Mexican roads projected by General Palmer, who has concessions for a line from Laredo to the City of Mexico, and from the City of Mexico to Manzanilla, on the Pacific coast.

The Mexican trade is the great prize which is now being contended for, and well it may be. The future of Mexico under a comprehensive system of railroads can scarcely be over-estimated. That country presents grand opportunities for improvement and progress, and railroads are the one thing needful to give a stimulus to its development. It is hardly too much to say that in this respect results may be expected scarcely less marvellous than those that followed the opening up of some of our Western States and Territories in recent years. The United States is the natural outlet for Mexican commerce. Here Mexico will find a ready market for all the varied products of her soil, and here in return she will be able to get all those manufactures which she needs, now in great part supplied by other countries. An interchange of commodities could thus be effected which would be mutually advantageous and profitable to both republics. And in this way, too, she might be able to share in the prosperity and activity which this country is now experiencing. Furthermore, such an incentive would be given to industrial and commercial enterprises, and so completely would the people become occupied with business pursuits, that disorder and revolution would no longer find countenance, and our Southern neighbor might become as safe and peaceable as our neighbor on the north, which would in itself be a guaranty of a better future.

Another object which the promoters of Mexican railways have in view is the Australian trade. Some of the Gould people assert that with the Palmer road completed to the Pacific the trade could be secured for that line, the International & Great Northern, and the other Gould lines north. This claim, however, is ridiculed by those interested in the Atchison Topeka & Santa Fe system, who say that the trade would come to their lines; first, because Guaymas, the Pacific terminus of the Sonora, is one of the finest seaports on the coast, secondly because it is only there that anthracite coal could be had, and thirdly because the distance over that route would be very much shorter. From Guaymas the Sonora would carry the traffic to El Paso and from thence it could be taken by either the Texas & Pacific (Gould road) or by the Atchison Topeka & Santa Fe. In addition to the Sonora, it may not be amiss to say again, in view of the great interest just now taken in Mexican projects, although we have several times before noted the fact, the Atchison party have concessions for a line from El Paso to the City of Mexico, with branches to Tampico on the Gulf and San Blas on the Ocean, and also for a line from some point on the main line to Morelia.

So the struggle for supremacy once more resolves itself into a contest between the Atchison people and the Gould people. And in the Boston party Gould has no mean antagonist, as we have had occasion to remark more than once before. They are enterprising, alert, energetic, aggressive, and are backed by abundant capital. It may very likely be that compromise will finally be resorted to, and the "honors" divided. Mr. Gould's action in the case of the committee on Mexican railroads, of which Gen. Grant is chairman, certainly leads one to suppose that he at least is not unwilling to have recourse to this mode of procedure. But this is mere conjecture. Time will throw further light on the matter.

It has been reported of late that Mr. Gould had a disagreement with his colleagues in the Union Pacific, and was selling out his stock. He may be selling Union Pacific; we have no means of knowing how that is; it is certainly quite generally believed that being short of Western Union he has taken some of Mr. Vanderbilt's stock in that company, and in turn supplied Mr. Vanderbilt with Union Pacific. But even though he be disposing of some, there is no evidence that he intends disposing of all, or of enough to allow the management to fall into other hands. We have a dim recollection of a similar rumor not so very long ago. It was early in 1879. Everybody said Gould had gone out of the road. Had he not disposed of \$10,000,000 of Union Pacific stock? But just then he was concocting a little scheme to let himself in again. He bought up Kansas Pacific for a mere bagatelle, sent the stock up from 7 and 8 to 70 and 80, and then—well, merged it in Union Pacific. That sale of Union Pacific was, indeed, a "Napoleonic move and a master stroke," as it was described at the time by a friend of Mr. Gould. It may be that he has changed his tactics now, but we may be sure of one thing, and that is, if he is selling at all, he is doing it with the purpose of enlarging his operations in other directions—his latest purchases would indicate one of the directions in which the money was going. As regards the alleged disagreement with his associates, it is only necessary to refer to the election of directors of the Mercantile Trust Company, which occurred this week. On the newly-chosen board the Gould men appear in full force. Most assuredly, this does not look as if there had been a falling out, and we are free to say that to us the signs of discord, from all present appearances, seem exceedingly shadowy.

THE EXHIBITION AND ITS SITE.

A few days ago, by invitation of the commissioners who have in charge the preliminary details of the International Exhibition of 1883, a number of gentlemen connected with railroad and steamboat transportation lines visited the Inwood site, with the particular intent of judging its facilities for access. The water front was considered admirable and ample, and the opinion was expressed that the great majority of visitors would go by water; the site, also, was pronounced satisfactory.

This being so, it is to be hoped that no further attempts will be made to reverse the decision in favor of Inwood by those whose choice it was not. The first step toward having the exhibition is, to settle upon the site; the next is to get the money. Before the commissioners, according to the act of incorporation, can do any except the mere preliminary corporate acts, at least a million must be subscribed, and at least ten per cent of that must be paid in. There has been, perhaps, some dissatisfaction felt with the slowness of proceeding hitherto, but there should now be no room for complaint at any lack of energy. It is therefore important that the selection of site be accepted at once as final. The exhibition has been ridiculed a little by the press as a wandering one, and perhaps there was too much disposition to insist upon having Central Park; but the Inwood site is unexceptionable, and any further halting and vacillation would only make the whole thing seem ridiculous.

Concerning the desirability of holding the exhibition at all, there can be no difference of opinion now, however unimportant it may have seemed to some to thus honor the 1883 anniversary. The sentimental consider-

ation need not be expected to weigh much; the multitude go to the exhibition as to a show provided for them, but to those who must provide the cost the determining considerations must be those of business. Did the Centennial pay? No, and yes. Its direct results as a financial investment were not such as to greatly encourage similar enterprises; its indirect results were unquestionably profitable, although they cannot be exactly demonstrated. The Centennial was a revelation, all through, and to all classes; it undoubtedly laid the foundations for a growing trade in many lines and markets, and did its share toward bringing in the present era of good feeling and activity. Business interests must and safely can regard such affairs as advertisements—in the best and most instructive, not the offensive, sense—and 1883 will probably find this country in even a better position than now to compete in the world's markets. The exhibition is now started under way, and it must not be permitted to falter.

TARIFF REVISION.

A good revision of our customs tariff is continually hindered, and correction of its faults (intolerable as some of them are) is delayed, by useless and impractical discussions of abstract theories of so-called "free trade" and "protection," and by every attempt to make the tariff an issue between the great political parties.

It is a subject for the economist and statesman to treat practically, guided by the intelligence of manufacturers, merchants and other business men who are skilled in all business touched by the operations of the tariff.

The only absolute free trade known to civilized people is the trade between the different parts of the same country, as between our several States, and the only true protection is that adjustment of import duties which operates as nearly as possible with due regard to the general welfare of all the people, equally and justly, so as to take care of every home interest, and is protective only as against the industrial and commercial competition of foreign countries.

As between nations, there is no absolute free trade. The principle by which external duties, or duties on foreign imports, are levied, is the same in all. Primarily, the object is revenue, and each nation adjusts the details of assessment and collection in the way supposed to best promote its own interests.

It cannot be denied that England, for centuries the leading commercial and manufacturing nation of the world, levied discriminating and excessive, often prohibitory, duties on the productions of other nations, and enforced harshly proscriptive navigation laws, all for the purpose of protecting the industries and profits of her own people, until she had gained a position where that system had become a decided hindrance to her prosperity. Living men remember the operation of England's tariff in its severity; her corn laws, maintained for the benefit of her landholders, and her navigation laws. During their rule—whether fostered by them or in spite of them, we shall not stop to discuss—England grew to be the foremost among the nations in the manufacturing arts and trade and wealth. Yet in the two score years since her great change of policy to freer trade and a strictly revenue tariff, free corn and free ships, her growth in all those respects has been so much greater and more rapid as to be marvellous.

It does not follow that our country can now successfully imitate England in that radical change. However desirable a simple revenue tariff may be, it is quite generally believed to be unsuited to our present conditions. Let us

thankfully recognize how different they are from the conditions in England when a great surplus of labor, much of it well skilled, was seeking unattainable employment at wages inadequate to supply laborers with a decent living, under the high prices of food forced by protection of the landed interests; when manufacturers, ship owners and other great leaders of business suffered (differently in kind, but equally in degree) with their work people; and when the general condition of distress moved Cobden and his associates to their great reform, and gave them the "victory for humanity" which, while bringing a better sort of life to laboring people, quadrupled the gains of the rich.

Our manufacturer knows that the cost of the goods he is producing is materially increased by the duty on foreign machinery, on his foreign materials and on the foreign productions consumed by his laborers; and not less so increased even if they are of home production, because the duties enhance their cost or price also; and he knows that if he could buy all these at prices no higher than are paid by his competitor in England he could compete at much lower prices of his productions with the manufacturers of other countries in the markets of the world open to both. He knows, too, that if his machinery and materials were cheapened by the 25 to 40 per cent paid in duty he could cheapen his own productions enough for their export without reducing wages—with probability indeed that his success when so favored would build up so many similar factories that the increased demand for labor would raise the wages of good work people even while the goods produced by their labor were cheapening.

The home producer of the factory machinery says in turn that he could produce it cheap enough but for the high price of iron, steel and other supplies for his machine shop, and for the higher prices which the tariff puts on the subsistence of his workmen and their families. And so on in succession, each of these great producers finds that the tariff enhances his cost, sometimes to the great diminution of his profit, because by that high cost he is excluded from the foreign market. Yet each of them adheres to the theory and practice of "protective tariff," because they all believe the system is yet necessary to manufacturing prosperity in our country.

At the same time the more enlightened manufacturers are now demanding, as they are right in demanding, a re-adjustment of the tariff in such wise that the lowest duties shall be levied on articles of highest utility in the promotion of our industries, and that the free list shall be enlarged as to raw materials not produced here and articles on which the duties are hardly worth the cost of their collection. Judging from their standpoint they are also right in refusing assent to any piece-meal work in reform of the tariff, though offered in a specialty favorable to their own direct interests; for they see that each step so taken is at hap-hazard without regard to any general and equal arrangement, and each that is conceded weakens the strength to resist further aggression, until the whole fabric of the protective system would be destroyed.

They want a plan of complete and thorough revision, made by a competent commission of practical men—chiefly manufacturers and merchants, but including farmers and scientists—every one of whom has a breadth of knowledge that will enable him to see quickly the effects, near and remote, to follow upon a change proposed in respect of each article of the customs list. A plan of revision reported by such a commission would be good in the main, as little defective as similar human work ever is.

These suggestions reflect the opinions of our best-informed manufacturers. Would it not, therefore, be well for Congress to respond to them by hastening the

passage of the Eaton resolution or bill which now awaits, we believe, the action of the House?

ANARCHY IN IRELAND.

The condition of affairs in Ireland does not improve as time advances. There seems to be a growing disposition to set the government at defiance. Until within the last few days it appeared possible that violent as were the speeches of the orators of the Land League, and outrageous as was the conduct of some of the Irish peasantry, the much-dreaded collision between the government and the people would be avoided. It was known that the government was preparing a new and liberal measure of land reform, that they had deemed it unnecessary to convene Parliament until the beginning of the new year, and that after some discussion it had been agreed not to suspend the *habeas corpus* privilege in Ireland. It was believed that Mr. Parnell and his friends, influenced by the patient and conciliatory conduct of the government, would act with increased caution and exert themselves to the utmost to discourage all acts of violence and to maintain the peace. Such was the view which we took of the situation, and such was the hope which we ventured to express, some two weeks ago.

Mr. Parnell, we are sorry to say, has not come up to our expectation in this matter. It was never our opinion that he would be satisfied with any measure of Land Reform which the government might be able to pass. Still we were willing to believe that Mr. Parnell was leader enough and master enough of himself to conceal his ulterior purposes until he had obtained, at least, as much as was promised. Mr. Parnell, however, has proved himself a bad political leader as well as an unscrupulous and irreconcilable malcontent. His recent speech at the Waterford banquet revealed his real purpose. In that speech he declared that Ireland was not to be governed by a power and a people not resident in the country. He talked of breaking "the yoke of English misgovernment," and chasing "from the country that usurpation which has long had its heel upon our neck." He spoke of that "pitiful government" which, in twelve months, had been obliged "to reverse every principle, every law, every tradition on which they had built their position," and even to "eat their speeches." He had no hope from the new measure which the government was about to introduce. He supported the last government measure, not because he approved of it, but because he knew it would be rejected, and because he wished the Lords to do "his dirty work." He declares it to be the purpose of himself and his associates to make Ireland free; that is, to separate her from England and to make her an independent nation. He is willing for the present to act, as he calls it, within the limits of the constitution; but he is prepared to go outside of the constitution if necessary; and Irishmen are asked whether it is not their "highest duty to give their lives for their country." It is no longer possible, as we have stated, to mistake Mr. Parnell's purpose. He wants land reform; he wants to dispossess the landlords; he wants a peasant proprietary. But he wants more—he wants Home Rule; he wants the Repeal of the Union.

It is not to be wondered at if, in these circumstances, it should be generally felt that the Irish difficulty has entered upon a new and more serious phase. In the North of Ireland, in Scotland, and all over England, public feeling is deeply stirred; and the government is greatly blamed for its policy of inaction. If

rumor speaks truth, the Cabinet itself is no longer a unit on this Irish question. Mr. Gladstone, indeed, can hardly complain, if the more conservative of his associates in the ministry should have become impatient of his policy of inactivity and peace at any price. Nay more, both he and his associates have the very best of reasons for being disgusted with Ireland. It was to Ireland and to the redress of so-called Irish wrongs that Mr. Gladstone directed the energies of his long-continued and powerful government which came to an end some seven years ago. It was his over-zeal in the cause of Ireland which broke his power and hastened his fall. His present tenure of office has, so far, been wholly monopolized by Ireland; and through Ireland he has already sustained one damaging defeat. In Ireland's cause he still works; and behold his reward! Mr. Parnell calls it a "pitiful government;" and of the chief of that government he can use no more respectful language than this:—"Even Gladstone! I don't believe Gladstone can settle the Irish question without breaking up his Cabinet. He could not even pass his miserable little Compensation bill last session." It would be strange indeed if, in such circumstances, there should be peace and contentment in the Gladstone Cabinet; and we can well imagine that some of Mr. Gladstone's most faithful followers are asking themselves the question whether it is worth while attempting to conciliate a people who openly declare that they will not be conciliated, except upon terms which are impossible.

Although many think Mr. Gladstone is to blame for his policy of inactivity, he probably judges the situation more wisely than those who are impatient for action and for coercive measures. Mr. Fawcett, the Postmaster-General, in his address to his constituents at Hackney, on Wednesday last, probably expressed the purpose of the majority of the Cabinet, when he said that the government "would not be terrorized into making 'unwise concessions nor provoked into a departure 'from the strict path of justice.' There is but little likelihood now that Parliament will be convened before the 6th of January. Then must come the tug-of-war; and then will be settled the question whether or no the present government still commands the confidence of Parliament and of the country. In any case, stirring times are at hand; and if Mr. Parnell is to be congratulated on nothing else, he is certainly to be congratulated on having made plain the issue.

Monetary and Commercial English News

RATES OF EXCHANGE AT LONDON AND ON LONDON AT LATEST DATES.

EXCHANGE AT LONDON—Dec. 4.			EXCHANGE ON LONDON.		
On—	Time.	Rate.	Latest Date.	Time.	Rate.
Amsterdam	3 mos.	12 4 @ 12 4 1/2	Dec. 4	Short.	12 10
Amsterdam	Short.	12 2 @ 12 2 1/2	.....	.....	.....
Antwerp	25 50 @ 25 55	Dec. 4	Short.	25 36
Hamburg	20 57 @ 20 60	Dec. 4	.....	20 36
Frankfort	20 57 @ 20 60	.....	.....	20 36
Berlin	20 57 @ 20 60	.....	.....	.....
Copenhagen	18 40 @ 18 45	.....	.....	.....
St. Petersburg	24 1/2 @ 24 1/2	.....	.....	.....
Paris	25 25 @ 25 37 1/2	Dec. 4	Short.	25 26 1/2
Paris	3 mos.	25 47 1/2 @ 25 55	.....	.....	.....
Vienna	11 97 1/2 @ 12 00	Dec. 4	3 mos.	117 30
Madrid	47 1/2 @ 47	.....	.....	.....
Cadix	47 1/2 @ 47 1/2	.....	.....	.....
Genoa	26 45 @ 26 50	Dec. 4	3 mos.	26 05
Lisbon	52 1/2 @ 52 1/2	.....	.....	.....
New York	Dec. 4	Short.	4 78 1/2
Alexandria	Dec. 2	3 mos.	96 1/2 d.
Bombay	3 mos.	18. 7 1/2 d.	Dec. 4	4 mos.	18. 7 1/2 d.
Calcutta	18. 7 1/2 d.	Dec. 4	.....	18. 7 1/2 d.
Hong Kong	Dec. 4	.....	38. 8 1/2 d.
Shanghai	Dec. 4	.....	58. 1 1/2 d.

[From our own correspondent.]

LONDON, Saturday, December 4, 1880.

The past week has been one of some little excitement in the money market, the relapse in the New York exchange on Lon-

don having led not only to a rather considerable export movement in gold, but also to a belief that the Bank of France would adopt the measure of increasing their rates of discount. It was also expected that if the Bank of France raised its rate of discount, a similar course would be pursued here; but although the Bank of England has lost during the week embraced in the last return about £1,000,000 in gold, the directors have not considered it necessary or expedient to advance their terms for discount accommodation. It is very evident, therefore, that in influential quarters there is still a belief in a continuance of low rates for money; but these are times of rapid movements, and should speculation continue as active as it has been of late, a speedy alteration may be the result. It must nevertheless be admitted that the supply of unemployed capital is very large, and that there must be a large absorption of it before money can be expected to be raised—permanently—in value. It is evident that, in order to conduct our trade, only a comparatively small portion of our capital is required, and consequently there is a large amount available for investment in other directions. All sound securities have risen in value to a high point, and speculators and the public are now becoming sufficiently bold to operate or invest in securities of a second-rate or even indifferent character. Mexican, Honduras, Costa Rica, Paraguay, and Turkish bonds have been rising in price, and it is stated that some of the new companies recently introduced have met with fair success. Probably, however, we have only just entered upon a period of speculative activity, and probably in the coming year there will be a great revival, calculated, possibly, to end in ultimate trouble. So far, the speculation which has been in progress has not had much perceptible influence over the money market; it has led to some movements in bullion, but it has failed as yet to add materially to the current rate for money. How soon an impression will be made upon the money market is a question which it is impossible to answer; but if the value of money should be forced up, it will be due to speculative and not to commercial action, and it is not likely that the improvement could long be maintained.

Although no change has been made by the directors of the Bank of England in their rate of discount, the money market has been firm during the week, and especially during the earlier portion of it. At one period, the rate for three months' bills was nearly equal to that current at the Bank of England; but since the improvement which has taken place in the New York exchange, a somewhat easier tone has prevailed. Mercantile paper has continued scarce, and the money market consequently relapses into a weaker condition as soon as there is less pressure on Stock Exchange account. The present quotations for money are as follows:

Bank rate.	Per cent.	Open-market rates—	Per cent.
Open-market rates—	2½	4 months' bank bills.....	2½ @ 2½
30 and 60 days' bills.....	2½	6 months' bank bills.....	2½
3 months' bills.....	2½ @ 2½	4 & 6 months' trade bills.....	3 @ 3½

The rates of interest allowed by the joint-stock banks and discount houses for deposits are subjoined:

Joint-stock banks.....	Per cent.
Discount houses at call.....	1½
Do with 7 or 14 days' notice.....	1½

Annexed is a statement showing the present position of the Bank of England, the Bank rate of discount, the price of Consols, the average quotation for English wheat, the price of middling upland cotton, of No. 40 mule yarn, fair second quality, and the Bankers' Clearing House return, compared with the three previous years:

	1880.	1879.	1878.	1877.
Circulation, excluding Bank post bills.....	26,219,025	27,589,650	29,405,285	27,013,400
Public deposits.....	5,379,710	2,755,629	3,595,752	4,656,903
Other deposits.....	24,441,013	29,965,269	25,869,166	19,629,343
Government securities.....	14,865,019	16,348,678	14,737,624	13,182,326
Other securities.....	18,105,045	19,169,934	20,728,354	17,475,305
Reserve of notes & coin.....	14,722,563	15,143,596	11,958,971	11,604,603
Coin and bullion in both departments.....	25,941,676	27,733,246	26,364,256	23,618,000
Proportion of assets to liabilities.....	48.91			
Bank rate.....	2½ p.c.	3 p.c.	5 p.c.	4 p.c.
Consols.....	x99	97½	94½	x95½
Eng. wheat, av. price.....	44s. 5d.	46s. 7d.	41s. 3d.	51s. 7d.
Mid. Upland cotton.....	6½d.	6½d.	5	6½d.
No. 40 mule yarn.....	10½	10½d.	9d.	10½d.
Clearing-House ret'n.....	91,932,000	123,564,000	105,829,000	109,932,000

In the silver market more firmness has been apparent. The supplies offering have been small, and a better Continental demand has prevailed. The market for Mexican dollars has been steady. The following prices of bullion are from Messrs. Pixley & Abell's circular:

	GOLD.	s. d.	s. d.
Bar gold, fine.....	per oz. standard.	77 9½	77 10
Bar gold, containing 20 dwts. silver, per oz. standard.....		77 11½	
Spanish doubloons.....	per oz.	74 0	
South American doubloons.....	per oz.	73 0	
United States gold coin.....	per oz., none here.	@	
German gold coin.....	per oz.	76 3¼	

	SILVER.	d.	d.
Bar silver, fine.....	per oz. standard, nearest.	51½	@ 51½
Bar silver, containing 5 grs. gold.....	per oz. stand., nearest.	52½	@
Cake silver.....	per oz.	56	@
Mexican dollars.....	per oz., last price.	50½	@
Chilian dollars.....	per oz.	@	
Quicksilver, £6 15s. 0d.	Discount, 3 per cent.		

India Council bills were sold on Wednesday at 1s. 7 13-16d. the rupee.

The following are the current rates of discount at the principal foreign centres:

	Bank rate.	Open market.		Bank rate.	Open market.
	Pr. ct.	Pr. ct.		Pr. ct.	Pr. ct.
Paris.....	3½	3½	St. Petersburg.....	6	6 @ 6½
Amsterdam.....	3	3½	Geneva.....	4	5
Brussels.....	3½	3½	Madrid, Cadiz & Barcelona.....	4	5
Genoa.....	4	3½	Lisbon & Oporto.....	5	5½
Berlin.....	4	3½	Copenhagen.....	3½ @ 1	3½
Frankfurt.....	4	3½	New York.....		5 @ 6
Hamburg.....	4	3½	Calcutta.....	4	
Vienna.....	4	3½ @ 3½			

A new loan for India has been announced during the week. It is to be in a 3½ per cent stock, and the minimum price at which tenders will be accepted is 98 per cent. The amount is £3,500,000, and the bonds are not to be paid off for fifty years. This loan is certain to be fully subscribed.

Tenders were received at the Bank of England on Thursday for £1,485,000 Treasury bills. The amounts allotted were: In bills at three months, £1,065,000; do. at six months, £420,000. Tenders for bills at three months, at £99 9s. and above, will receive in full, and for bills at six months, at £98 14s. 7d., about 70 per cent; above in full. The Government is paying therefor 23-16 per cent discount on three months' bills and 29-16 per cent on six months' bills.

Public companies are becoming numerous, several having been introduced to public notice during the week. These are of a miscellaneous character, and include several gold mines. It seems to be very probable that the approaching year will be fruitful in financial operations, but, excepting a Portuguese loan, it does not appear that any foreign loans are at present contemplated. Possibly, however, Russia will make an attempt to obtain a loan in the new year.

The wheat trade during the week has been decidedly quiet, and a very moderate amount of business has been in progress. Prices are, however, scarcely so firm, but there has been no material variation compared with the close of last week. Good wheats are held with some firmness, and inferior sorts are difficult of disposal.

During the week ended November 27 the sales of home-grown wheat in the 150 principal markets of England and Wales amounted to 46,010 quarters against 35,580 quarters last year, and 51,323 quarters in 1878; while it is computed that in the whole kingdom they were 184,000 quarters, against 142,320 quarters in 1879 and 205,300 quarters in 1878. Since harvest the sales in the 150 principal markets have been 569,672 quarters, against 366,433 quarters in 1879 and 779,773 quarters in 1878; the estimate for the whole kingdom, for the current year, being 2,278,700 quarters; for 1879, 1,501,750 quarters, and for 1878, 3,119,000 quarters. Without reckoning the supplies of produce furnished ex-granary at the commencement of the season, it is estimated that the following quantities of wheat and flour have been placed upon the British markets since harvest. The visible supply of wheat in the United States is also given:

	1880.	1879.	1878.	1877.
Imports of wheat, cwt.....	17,460,805	21,016,954	14,459,731	17,191,526
Imports of flour.....	3,190,752	3,233,893	1,897,262	1,973,843
Sales of home-grown produce.....	9,874,315	6,507,500	13,516,000	11,408,000

Total.....	30,525,872	30,758,347	29,872,993	30,573,369
Deduct exports of wheat and flour.....	506,072	297,037	666,853	614,426

Result..... 30,019,800 30,461,310 29,206,160 29,958,943

Av'ge price of English wheat for season (qr.) 42s. 4d. 43s. 4d. 41s. 5d. 55s. 0d.

Visible supply of wheat in the U. S. bush. 24,200,000

The following return shows the extent of the imports and exports of grain and flour into and from the United Kingdom during the first fourteen weeks of the season, compared with the corresponding period in the three previous years:

	1880.	1879.	1878.	1877.
Imports.....				
Wheat.....cwt.	17,460,805	21,016,954	14,459,731	17,191,526
Barley.....	4,441,854	5,568,709	4,236,622	3,592,446
Oats.....	3,374,647	4,936,924	3,364,539	3,116,128
Peas.....	843,059	688,589	523,280	615,168
Beans.....	475,286	770,866	434,116	1,258,732
Indian corn.....	10,695,548	6,193,643	9,201,697	7,816,867
Flour.....	3,190,752	3,233,893	1,897,262	1,973,843
Exports.....				
Wheat.....cwt.	460,836	259,382	640,340	692,017
Barley.....	4,665	5,648	51,481	22,747
Oats.....	149,159	15,175	35,495	46,587
Peas.....	51,654	30,779	5,488	6,623
Beans.....	13,904	11,004	2,368	8,120
Indian corn.....	69,243	239,133	86,996	35,445
Flour.....	43,386	37,655	26,473	13,409

LONDON, Saturday, November 27, 1880.

The New York exchange has declined, and a small quantity of gold has been remitted to New York; but the money market has remained extremely easy, and the best three months' bills are now taken under 2 per cent. At this period of the year we cannot expect the value of money to improve through any increased business activity. In five weeks time we shall have entered upon the new year, and during that period it is scarcely likely that traders and speculators will be inclined to extend their operations. They will naturally do so if an opportunity presents itself for making remunerative bargains; but at the present moment there does not seem to be much probability of this. There is, indeed, a fair amount of business in progress, and it is understood to be of a fairly-remunerative character; but profits are not great, and there is no incentive to run risks, as there are no considerable or unusual profits to be secured. Neither for financial nor for commercial purposes can we expect any increased demand for money during the current year. Further amounts of gold will very probably be sent to New York; but the export inquiry is not expected to assume any considerable proportions, and hence the rates of discount are not only easy, but there is much confidence in regard to the future, especially from a commercial point of view. Political affairs are regarded as more satisfactory. Duleigno has been surrendered, and although the Porte may be contentious with regard to the other matters which have to be settled under the Berlin Treaty, yet there seems to be little doubt of the fact that the Turkish Government will ultimately fulfil all its engagements resulting from the last war. The mercantile community believes, therefore, in improved trade. The process of development may be slow, but progress is being made, and if we should increase our business to the same extent as we have done during the current year, compared with its predecessor, we may hope that the commerce of the country will show a vast improvement over the recent period of depression. The prospects are good up to a certain point, but competition is great, and the cheapest producer, both in point of quality and price, will be the most successful.

The demand for money during the week has subsided very considerably, and the rates of discount have been steadily declining. Choice bills are now taken under 2 per cent, and the market is altogether wanting in vitality. This week's Bank return is entirely in favor of easy money. The relapse in the rates of discount in the open market seems to have caused the Bank's discount business to fall off, although it may be said at the same time that business in this department has been more curtailed. There, is however, a reduction of rather more than one million sterling in "other securities," while in the total reserve there is an increase of nearly £918,000. The result of the various changes is that the proportion of reserve to liabilities has increased to 51 per cent. This is a very satisfactory position of affairs for the Bank, and hence the confidence which prevails. It is very certain that we shall enter upon the new year under favorable auspices. When it is borne in mind how severe is competition at the present time, we may congratulate ourselves upon the substantial increase which has taken place in our export trade. British manufacturers may take credit to themselves that they still enjoy much advantage, and are able to compete successfully with other manufacturing nations which are contributing towards the world's requirements. The belief is that trade is very sound, and that a further development is quite probable. The facilities for augmenting it are considerable, and there seems to be no reason why we should not enjoy a better trade in 1881 than we have enjoyed in the current year. The following are the present quotations for money:

	Per cent.	Open market rates—	Per cent.
Bank rate.....	2½	4 months' bank bills.....	2 @ 2½
Open-market rates—		6 months' bank bills.....	2½ @ 2½
30 and 60 days' bills.....	1½ @ 2	4 & 6 months' trade bills.....	2½ @ 3
3 months' bills.....	1½ @ 2		

The rates of interest allowed by the joint-stock banks and discount houses for deposits are subjoined:

	Per cent.
Joint-stock banks.....	1½
Discount houses at call.....	1½
do with 7 or 14 days' notice.....	1¾

The following statement shows the present position of the Bank of England, the Bank rate of discount, the price of consols, the average quotation for English wheat, the price of middling upland cotton and of No. 40 mule twist, and the Bankers' Clearing House return, compared with the three previous years:

	1880.	1879.	1878.	1877.
Circulation, excluding bank post bills.....	26,136,020	27,306,115	28,759,005	26,764,365
Public deposits.....	5,479,203	3,140,668	3,111,753	3,864,484
Other deposits.....	25,219,515	31,087,300	27,060,490	20,376,485
Government securities.....	14,865,070	17,290,587	14,737,472	13,578,372
Other securities.....	17,932,292	18,837,535	20,639,931	17,084,368
Reserve of notes & coin.....	15,813,383	16,065,004	12,713,428	11,547,182
Coin and bullion in both departments.....	26,949,903	28,371,119	26,503,333	23,311,547
Proportion of assets to liabilities.....	50-07	46-49	41-93	47-02
Bank rate.....	2½ p. c.	3 p. c.	5 p. c.	4 p. c.
Consols.....	100¼	98¾	96¾	97¼
Eng. wheat, av. price.....	44s. 1d.	47s. 10d.	41s. 2d.	51s. 5d.
Mid. Upland cotton.....	69½d.	67½d.	54½d.	61½d.
No. 40 Mule twist.....	10½d.	10½d.	9¾d.	10½d.
Clearing-house return.....	74,076,000	77,410,000	73,196,000	81,384,000

Rather a considerable amount of sovereigns has been received from Australia during the week, and the bullion movements at the Bank during the week embraced in the last return are in its favor. Yesterday, however, there was a rather large withdrawal of gold from the Bank on American account, but it has had no perceptible effect. Silver is rather firmer, owing partly to an Austrian demand; but there has been no important movement. Mexican dollars are rather cheaper. The following are the current prices of bullion:

	GOLD	s. d.	s. d.
Bar gold, fine.....	per oz. standard.	77 9½ @	.....
Bar gold, containing 20 dwts. silver.....	per oz. standard.	77 11 @	.....
Spanish doubloons.....	per oz.	74 0 @	.....
South American doubloons.....	per oz.	73 9 @	.....
United States gold coin.....	per oz., none here.	.....	.....
German gold coin.....	per oz.	76 3¼ @	.....

	SILVER.	s. d.	s. d.
Bar silver, fine.....	per oz. standard, nearest.....	51 11½ @	.....
Bar silver, containing 5 grs. gold.....	per oz. standard	52 1½ @	.....
Cake silver.....	per oz.	55¾ @	.....
Mexican dollars.....	per oz., last price.	50¾ @	.....
Chilian dollars.....	per oz.	.....	.....
Quicksilver, 26 15s. 0d.	Discount, 5 per cent.	.....	.....

The following are the current rates of discount at the principal foreign centres:

	Bank rate.	Open market.	Bank rate.	Open market.
	Fr. ct.	Fr. ct.	Fr. ct.	Fr. ct.
Paris.....	3½	3¾	St. Petersburg.....	6
Amsterdam.....	3	2¾	Geneva.....	4
Brussels.....	3½	3¾	Madrid, Cadiz & Barcelona.....	4
Genoa.....	4	3½	Lisbon & Oporto.....	5
Berlin.....	4	3½	Copenhagen.....	3½ @ 4
Frankfurt.....	4	3½	New York.....	5
Hamburg.....	4	3½	Calcutta.....	4
Vienna.....	4	3½		

The stock markets have been very firm during the week, especially as regards consols, some American railroad bonds and foreign government securities. Consols have been as high as 100½@100¾, and the tone of the market is still very good. British railway shares, although they have not been actively dealt in, are moderately firm in tone, and some of them have attracted attention. Prices, however, are high, and this fact naturally leads to caution.

The prospectuses of several new companies have been issued during the week, but the only one of interest to readers in the United States is that of the Universal Inter-Oceanic Canal Company for the cutting of the Isthmus of Panama. On the 7th, 8th and 9th proximo 590,000 shares of 500f., or £20, each, representing a capital of £11,800,000, will be offered for subscription in Europe and America. The remaining 10,000 shares, constituting the authorized capital of £12,000,000, are given to the society of original grantees for the concessions and surveys made by M. de Lesseps. The shares will be offered at par, and 5 per cent interest is to be paid out of capital while the works are under construction. Subscriptions are to be received in London by Messrs. Seligman Brothers, the Comptoir d'Escompte, the Credit Lyonnais and the Societe Generale. Interest is to be paid out of capital while the works are under construction, but, as a sound and profitable investment, there is little, if anything, to commend itself to the public. The proposed canal is no doubt desirable, and would be a great economy in international intercourse, but the probability is that British capitalists will incur no risks, and as French investors have not benefitted financially by the Suez Canal, it seems very doubtful if the proposed £12,000,000 will be subscribed. The cost of such an undertaking can only be very approximately estimated, and consequently, intending investors are anxious to know if £12,000,000 is adequate. Besides which the trade with the west coast of America with Europe is not so great as that between Europe and Asia and Australia, and hence there is a belief that, although the proposed canal will be ultimately constructed, the world's commerce must get older before such a work is necessary.

The reports from the leading industrial centres are of a satisfactory character. A moderate amount of business is reported to be in progress, and prices are steadily maintained.

The wheat trade was very firm in the early part of the week, and the price of town-made flour was raised to 47s. per sack of

280 lbs. The markets, however, have closed with a quieter appearance, buyers being indisposed to enter into considerable transactions, but only to buy from hand to mouth. There is, however, little—if any—prospect of wheat becoming lower in price.

During the week ended Nov. 20 the sales of home-grown produce in the 150 principal markets of the United Kingdom amounted to 40,982 quarters, against 40,065 quarters last year and 49,580 quarters in 1878, while it is computed that they have been in the whole kingdom 164,000 quarters, against 160,260 quarters and 199,320 quarters in 1879 and 1878 respectively. Since harvest the sales in the 150 principal markets have been 523,662 quarters, against 327,853 quarters last year and 728,450 quarters in 1878, the total for the United Kingdom being estimated at 2,094,640 quarters, against 1,347,000 quarters in the corresponding period of last season and 2,913,800 quarters in 1878. Without reckoning the supplies furnished ex-granary at the commencement of the season, it is estimated that the following quantities of wheat and flour have been placed upon the British markets since harvest:

	1880.	1879.	1878.	1877.
Imports of wheat cwt. 16,174,948	19,406,529	13,326,531	15,307,446	
Imports of flour..... 2,880,778	2,973,764	1,717,960	1,794,121	
Sales of home-grown produce.....	9,076,800	5,835,100	16,626,500	10,711,500

Total.....	28,132,526	28,215,393	27,660,991	27,813,067
Deduct exports of wheat and flour.....	475,952	267,528	649,323	567,727

Result.....	28,608,478	27,947,865	27,011,668	27,245,340
Average price of English wheat for the season. 42s. 2d.	48s. 6d.	41s. 6d.	55s. 4d.	
Visible supply in United States.....bush. 23,200,000				

The imports of wheat and other cereal produce into and from the United Kingdom during the first thirteen weeks of the present and last three seasons were as follows:

	1880.	1879.	1878.	1877.
Wheat.....cwt. 16,179,948	19,406,529	13,326,531	15,307,446	
Barley..... 3,963,923	5,152,735	4,236,622	3,118,951	
Oats..... 3,166,348	4,508,835	3,364,339	2,888,546	
Peas..... 767,400	517,311	528,230	523,376	
Beans..... 448,017	646,547	474,116	1,186,844	
Indian corn..... 9,872,378	5,629,189	9,601,697	7,133,019	
Flour..... 2,880,778	2,973,764	1,707,960	1,794,128	

	1880.	1879.	1878.	1877.
Wheat.....cwt. 434,674	231,304	624,627	555,897	
Barley..... 4,045	5,455	51,481	23,318	
Oats..... 108,882	12,067	35,495	42,464	
Peas..... 47,479	25,551	5,488	5,938	
Beans..... 13,681	9,190	2,368	7,237	
Indian corn..... 56,490	292,454	86,966	33,075	
Flour..... 41,278	36,224	25,493	11,830	

In the statement of imports of wheat and flour into the United Kingdom, given on page 444, the total of wheat from British North America in September last should have been 980,065 cwt. and of flour from Germany in September, 1879, 52,971. The totals are correct in all instances.

It is stated that the 3,877 coal mines in the United Kingdom produced in 1879 134,008,228 tons of coal, of which 10,058,511 tons were consumed in London while 16,442,295 tons were exported.

English Market Reports—Per Cable.

The daily closing quotations in the markets of London and Liverpool for the past week, as reported by cable, are shown in the following summary:

London Money and Stock Market.—The bullion in the Bank of England decreased £76,000 during the week. During the same time, the specie in the Bank of France increased 120,000 francs in gold and 1,335,000 francs in silver.

	Sat. Dec.	Mon. Dec.	Tues. Dec.	Wed. Dec.	Thurs. Dec.	Fri. Dec.
Silver, per oz.....d.	51 1/2	52 1/2	52 1/2	51 1/2	51 1/2	51 1/2
Consols for money.....	98 1/2	98 1/2	98 1/2	98 1/2	98 1/2	98 1/2
Consols for account.....	99 1/2	99 1/2	99 1/2	99 1/2	99 1/2	99 1/2
Fr'ch rentes (in Paris) fr. 85-85	85-80	85-75	85-72	85-05	85-00	85-00
U. S. 6s of 1881.....	104 1/2	104 1/2	104 1/2	104 1/2	104 1/2	104 1/2
U. S. 4 1/2s of 1891.....	115 1/2	115 1/2	115 1/2	115 1/2	115 1/2	115 1/2
U. S. 4s of 1907.....	117 1/2	117 1/2	117 1/2	117 1/2	116 1/2	116 1/2
Erie, common stock.....	48 1/2	48 1/2	48 1/2	49 1/2	49 1/2	49 1/2
Illinois Central.....	126 1/2	126 1/2	126 1/2	126 1/2	126 1/2	126 1/2
Pennsylvania.....	64 1/2	64 1/2	64 1/2	64 1/2	64 1/2	64 1/2
Philadelphia & Reading.....	26 1/2	26 1/2	26 1/2	26 1/2	27 1/2	27 1/2
New York Central.....	150 1/4	150 1/4	150 1/4	150 1/4	150 1/4	150 1/4

Liverpool Breadstuffs and Provisions Markets.—

	Sat. s. d.	Mon. s. d.	Tues. s. d.	Wed. s. d.	Thurs. s. d.	Fri. s. d.
Flour (ex. State) 100 lb. 12	9	12	9	12	9	12
Wheat, No. 1, wh. " 9	8	9	9	9	9	9
Spring, No. 2, " 9	8	9	9	9	9	9
Winter, West, " 9	9	9	9	10	9	11
Cal. white, " 9	7	7	7	7	7	7
Corn, mixed, West, " 5	8 1/2	5	8 1/2	5 7 1/2	5 7 1/2	5 7 1/2
Pork, West, mess. @bbl. 65	0	65	0	64	0	64
Bacon, long clear, cwt. 38	0	38	0	38	0	38
Beef, pr. mess, @ tierce. 56	0	56	0	56	0	56
Lard, prime West, @cwt. 48	6	46	6	46	0	45
Cheese, Am. choice " 68	0	68	0	65	0	65

Liverpool Cotton Market.—See special report on cotton.

Commercial and Miscellaneous News.

IMPORTS AND EXPORTS FOR THE WEEK.—The imports of last week, compared with those of the preceding week, show an increase in both dry goods and general merchandise. The total imports were \$7,402,292, against \$4,860,860 the preceding week and \$5,963,473 two weeks previous. The exports for the week ended Dec. 14 amounted to \$7,255,743, against

\$7,878,042 last week and \$7,832,241 two weeks previous. The following are the imports at New York for the week ending (for dry goods) Dec. 9 and for the week ending (for general merchandise) Dec. 10:

	1877.	1878.	1879.	1880.
Dry Goods.....	\$834,072	\$1,177,106	\$1,634,220	\$1,408,078
General mdse....	3,135,623	6,094,964	8,589,136	5,984,214
Total week.....	\$3,969,695	\$7,272,070	\$10,223,356	\$7,402,292
Prev. reported..	302,797,566	269,650,383	313,893,304	451,006,269

Totals 'ee Jan. 1. \$308,767,231 \$276,922,453 \$324,116,660 \$458,408,561

The following is a statement of the exports (exclusive of specie) from the port of New York to foreign ports for the week ending December 14:

	1877.	1878.	1879.	1880.
For the week....	\$6,349,059	\$6,331,533	\$7,153,602	\$7,255,743
Prev. reported..	277,242,162	327,526,596	330,799,407	390,157,908

Totals 'ee Jan. 1. \$283,561,521 \$333,358,429 \$337,953,009 \$397,413,656

EXPORTS AND IMPORTS OF SPECIE AT NEW YORK.

The following table shows the exports and imports of specie at the port of New York for the week ending December 11.

	Exports from New York.		Imports at New York.	
	Gold.	Silver.	Gold.	Silver.
Great Britain.....		\$143,000	\$2,448,287	
France.....			1,296,495	
Germany.....			3,770	\$21,899
West Indies.....	1,500		63,145	10,225
Mexico.....			5,494	163,107
South America.....	50,000	15,500	5,219	1,276
All other countries..				
Total.....	51,500	\$161,500	\$3,825,410	\$196,507

Of the above exports \$51,500 were American gold coin and \$2,000 silver coin. Of the imports \$6,450 were American gold coin and \$35,351 silver coin.

The movement from January 1 to date in 1880 includes the export of \$2,237,523 gold and \$5,848,639 silver, and the import of \$59,218,946 gold and \$5,372,611 silver. The totals at New York from January 1 to date in the present and several previous years have been as follows:

Year.	Exports.	Imports.	Year.	Exports.	Imports.
1880.....	\$8,086,162	\$64,591,557	1875.....	\$68,386,435	\$12,850,403
1879.....	14,093,014	82,970,413	1874.....	57,985,921	6,134,422
1878.....	12,176,242	18,738,283	1873.....	48,556,710	19,638,756
1877.....	25,540,775	14,472,329	1872.....	69,564,950	5,536,061
1876.....	43,134,032	21,100,782	1871.....	61,532,028	8,582,679

BANKING AND FINANCIAL.

OFFICE OF FISK & HATCH,

No. 5 NASSAU STREET, NEW YORK, Dec. 13, 1880.

CHESAPEAKE & OHIO RAILWAY BONDS.

The price of the Chesapeake & Ohio Railway purchase money funding bonds has been advanced to 108 and accrued interest.

These bonds, amounting in all to only \$2,350,000, are a strictly first lien on the whole vast property, on which has been expended to this date upwards of \$50,000,000, with improvements of great importance now in progress. They are, on this account, a perfectly safe bond for investment of trust funds, or for re-investment of United States Five and Sixes, now maturing.

The price of the series "A" bonds of the same company has also been advanced to 100 and accrued interest.

The improvement in the business and earnings of the road during the past year has been wonderful, considering that none of its Western rail connections have, as yet, contributed to its traffic. These will be adding largely to the business revenues of the road after a few months, as they are rapidly approaching completion.

The earnings for the past eleven months this year are as follows:

For eleven months in 1880.....	\$2,439,690 52
For eleven months in 1879.....	1,755,898 24

Increase in 1880..... \$683,802 28

During the first six months in 1881 the direct connection to Louisville, via the Elizabethtown Lexington & Big Sandy Railroad, will be completed; also the connection to Columbus, Ohio, via the Scioto Valley Railroad; also the extension down the Peninsula to Newport News, while other connections of great advantage are in process of arrangement.

The lien of the "A" bonds will extend over the Peninsular Extension, while they have the same lien on the main line as the "B" bonds. Their interest is payable, and has always been paid, in gold coin. We consider them an excellent investment.

Considering the great improvement in this property, and the prosperity opening before it in the immediate future, there is no doubt that the holders of the "B" bonds, now selling at 77 1/2, and of the currency bonds, now selling at the very low price of 46, will receive their interest (now being paid in preferred stock) in money, in strict accordance with the terms made when the company was reorganized, while the preferred stocks which they now receive will steadily increase in value.

FISK & HATCH.

NOTE.—We propose to issue, from time to time, short statements similar to the above, in reference to railroad bonds and other securities with the character and merits of which we are familiar.

The Bankers' Gazette.

DIVIDENDS.

The following dividends have recently been announced:

Name of Company.	Per Cent.	When Payable.	Books Closed. (Days inclusive.)
Railroads.			
Boston Revere Beach & Lynn	\$3	Jan. 1	Dec. 21 to —
Eastern (N. H.)	2 1/4	Dec. 15	—
Georgia	3 1/2	—	—
Holyoke & Westfield	2 1/2	—	—
Lehigh Valley (quar.)	1	Jan. 15	Dec. 20 to —
Northern Central	2 1/2	Jan. 10	Jan. 1 to —
Providence & Worcester	3	Jan. 1	—
Richmond & Danville	3	Jan. 3	—
Worcester & Nashua	\$1 50	Jan. 1	Dec. 25 to —
Banks.			
Tradesmen's National	4	Jan. 3	—
Miscellaneous.			
Wells Fargo & Co.	4	Jan. 15	Jan. 1 to Jan. 16.

FRIDAY, DEC. 17, 1880—5 P. M.

The Money Market and Financial Situation.—The week presents many features of interest in financial affairs, and the year promises to close on strong markets, supported by an undertone of confidence which has seldom been equaled in this country.

Another great railroad coup has been accomplished by Mr. Jay Gould in obtaining a large block of the St. Louis & Iron Mountain Railroad stock and a controlling interest in the stock of the International & Great Northern of Texas. These connecting lines extend from St. Louis to San Antonio on the northerly line and to and beyond Houston on the southernmost fork of the International Road, and from Houston there only remains the short road of fifty miles, the Galveston Houston & Henderson, into Galveston city. This latter road can probably be acquired easily by Mr. Gould, if wanted, and he will then control routes to Galveston and to New Orleans as soon as his New Orleans Pacific Road is finished. With the acquisition of these railroads and the project of laying two ocean cables also well started, Mr. Gould can look back upon the past week as not altogether misspent. So long as the profits of Wall Street operations go into the building of new lines of railroad in the far West and South, and in laying new ocean cables, the public can have little cause to complain.

The money market has been tight nearly all the week and commissions have been paid much of the time by stockbrokers in addition to the legal rates of 6 per cent per annum. To-day there was an easier feeling in money, and Government-bond dealers obtained some loans at 5 per cent. A fair quotation for call loans in the week is 5 to 6 + a commission of 1-64 to 1/2 of one per cent. Some time loans for 30 days are reported at 9@10 per cent, which is much better than could be done a week ago. The best commercial paper is quoted at 6@6 1/2 per cent.

The Bank of England statement on Thursday showed a loss of £76,000 in specie for the week, and the reserve was 45 1/2 per cent, against 45 1/4 per cent the previous week; the discount rate remains at 3 per cent. The specie in the Bank of France increased during the week 120,000 francs in gold and 1,235,000 francs in silver.

The last statement of the New York City Clearing House banks, issued Dec. 11, showed a decrease of \$2,378,675 in the deficiency below legal reserve, the total deficiency being only \$83,200, against \$2,461,875 December 4.

The following table shows the changes from the previous week and a comparison with the two preceding years:

	1880. Dec. 11.	Differences fr'm previous week.	1879. Dec. 13.	1878. Dec. 14.
Loans and dis.	\$293,959,200	Dec. 11, 741,900	\$275,750,100	\$238,047,200
Specie	53,933,200	Dec. 601,400	54,069,400	20,892,900
Circulation	15,485,200	Inc. 13,800	23,463,800	20,141,000
Net deposits	236,385,200	Dec. 9,747,500	247,559,200	206,134,400
Legal tenders	12,579,900	Inc. 543,200	13,403,900	40,478,500
Legal reserve	\$56,596,300	Dec. \$2,436,375	\$61,889,800	\$51,533,600
Reserve held	66,513,100	Dec. 58,200	67,473,300	61,361,400
Surplus	Def. \$83,200	Inc. \$2,378,675	\$5,583,500	\$9,827,800

United States Bonds.—In Government bonds there was a large business, and right through the tightest money period there has been a large demand for Government bonds. The Washington advices indicate the probability that the funding bill will pass, which provides for a 20-40 year 3 per cent bond. It is reported that the Treasury has already taken in something over \$3,000,000 of the 6's due on the 31st inst.

Closing prices of securities in London for three weeks past and the range since January 1, 1880, were as follows:

	Dec. 3.	Dec. 10.	Dec. 17.	Range since Jan. 1, 1880.	
				Lowest.	Highest.
U. S. 5s of 1881	104 1/2	104 1/2	104 1/2	104 1/2	106 3/4
U. S. 4 1/2s of 1891	114 1/2	115 1/2	115 1/2	109 3/4	115 1/2
U. S. 4s of 1907	115 1/2	117 1/2	116 1/2	109 3/4	121 1/2

The closing prices at the New York Board have been as follows:

	Interest Periods.	Dec. 11.	Dec. 13.	Dec. 14.	Dec. 15.	Dec. 16.	Dec. 17.
6s, 1880	reg. J. & J.	103	103	103	103	102 7/8	102 7/8
6s, 1880	coup. J. & J.	103	103	103	103	102 7/8	102 7/8
6s, 1881	reg. J. & J.	101 1/2	101 1/2	101 1/2	101	101	101
6s, 1881	coup. J. & J.	101 1/2	101 1/2	101 1/2	101	101	101
5s, 1881	reg. Q. Feb.	101 1/2	101 1/2	101 1/2	101 1/2	101 1/2	101 1/2
5s, 1881	coup. Q. Feb.	101 1/2	101 1/2	101 1/2	101	101	101
4 1/2s, 1891	reg. Q. Mar.	111 1/2	111 1/2	111 1/2	111 1/2	111 1/2	111 1/2
4 1/2s, 1891	coup. Q. Mar.	111 1/2	111 1/2	111 1/2	111 1/2	111 1/2	111 1/2
4s, 1907	reg. Q. Jan.	112	112 1/2	112 1/2	112	112 1/2	112 1/2
4s, 1907	coup. Q. Jan.	113 1/2	113 1/2	113 1/2	113 1/2	113 1/2	113 1/2
6s, cur'cy, 1895	reg. J. & J.	129	129	129	129	129	129
6s, cur'cy, 1896	reg. J. & J.	130	130	130	130	130	130
6s, cur'cy, 1897	reg. J. & J.	131	131	131	131	131	131
6s, cur'cy, 1898	reg. J. & J.	132	132	132	132	132	132
6s, cur'cy, 1899	reg. J. & J.	133	133	133	133	133	133

* This is the price bid at the morning Board: no sale was made.

The range in prices since Jan. 1, 1880, and the amount of each class of bonds outstanding Dec. 1, 1880, were as follows:

	Range since Jan. 1, 1880.				Amount Dec. 1, 1880.	
	Lowest.		Highest.		Registered.	Coupon.
6s, 1880....cp.	101 1/2	July 27	104 1/2	May 20	\$8,959,600	\$2,296,000
6s, 1881....cp.	103 1/2	July 9	107 1/2	May 26	154,787,150	46,768,850
5s, 1881....cp.	101	Dec. 16	104 1/2	Apr. 28	107,274,450	162,376,600
4 1/2s, 1891....cp.	103 1/2	Jan. 2	112 1/2	Nov. 23	174,742,900	78,237,100
4s, 1907....cp.	103 1/2	Jan. 2	113 1/2	Dec. 9	534,821,750	203,582,700
6s, cur'cy reg.	125	Apr. 21	130	Sept. 9	64,623,512	

Railroad and Miscellaneous Stocks.—The stock market has been animated on a fair volume of business. The greatest activity was shown towards the close, and in the last hour to-day the Stock Exchange presented all the features of a strong bull market. Western Union Telegraph was very weak yesterday and this morning, declining to the lowest prices yet made; but the borrowing demand for the stock showed a heavy short interest, and it recovered sharply this afternoon to 82 1/2. A large reduction in rates of telegraphing to many leading points and the plan of the American Union to lay ocean cables are calculated to work against this stock at the present moment. It is expected that the semi-annual exhibits of the Lake Shore and the Michigan Central railroads, soon to be issued, will show very handsome net earnings, and both stocks are strong in consequence. The Chicago Burlington & Quincy directors meet Dec. 28 to act on the question of a 6 1/2-3 per cent stock dividend. The Wabash stocks, particularly the preferred, were among the strongest and most active to-day. Chicago & Alton advanced again sharply. In nearly every case the highest prices to-day (Friday), as shown in the table of prices below, were very near to the closing prices. Reading is one of the steadiest on the list at present, but as Mr. Gowen should arrive in London about Monday next, it is possible that cable dispatches next week may give some intelligence of his negotiations.

The daily highest and lowest prices have been as follows:

	Saturday, Dec. 11.	Sunday, Dec. 12.	Tuesday, Dec. 14.	Wednesday, Dec. 15.	Thursday, Dec. 16.	Friday, Dec. 17.
Am. Dist. Tel.	79 7/8	73 3/4	65 7/2	50 6/8	50 5/8	50 61
At. & Pac. Tel.	33 3/4	34 3/4	34 3/4	35 3/4	35 3/4	35 3/4
Canada South.	73 1/2	73 1/2	74 1/2	74 1/2	74 1/2	74 1/2
Cent. of N. J.	79 1/2	80 1/2	80 1/2	79 1/2	81 1/2	79 1/2
Cent. Pacific	85 1/2	85 1/2	84 1/2	84 1/2	84 1/2	84 1/2
Ches. & Ohio	22 1/2	22 1/2	22 1/2	22 1/2	22 1/2	22 1/2
Ches. & Del.	21 1/2	21 1/2	21 1/2	21 1/2	21 1/2	21 1/2
Do 2d prf.	23 1/2	23 1/2	23 1/2	23 1/2	23 1/2	23 1/2
Chic. & Alton	130 1/2	130 1/2	140 1/2	143 1/2	144 1/2	144 1/2
Chic. Bur. & Q.	171 1/2	173 1/2	173 1/2	173 1/2	173 1/2	173 1/2
Chic. M. & St. P.	109 1/2	111 1/2	113 1/2	114 1/2	114 1/2	114 1/2
Do pref.	122 1/2	122 1/2	121 1/2	121 1/2	122 1/2	122 1/2
Chic. & N. W.	123 1/2	123 1/2	123 1/2	123 1/2	123 1/2	123 1/2
Do pref.	140 1/2	141 1/2	139 1/2	139 1/2	140 1/2	140 1/2
C.R. & P. new	31 1/2	31 1/2	31 1/2	31 1/2	31 1/2	31 1/2
Ch. St. P. & M.	44 1/2	44 1/2	45 1/2	45 1/2	45 1/2	45 1/2
Do pref.	88 1/2	88 1/2	89 1/2	89 1/2	89 1/2	89 1/2
Clev. C. & I.	83 1/2	83 1/2	83 1/2	83 1/2	83 1/2	83 1/2
Col. & Ches.	102 1/2	102 1/2	102 1/2	102 1/2	102 1/2	102 1/2
Del. & H. Canal	83 1/2	83 1/2	83 1/2	83 1/2	83 1/2	83 1/2
Del. Lack. & W.	103 1/2	103 1/2	103 1/2	103 1/2	103 1/2	103 1/2
Denver & R.G.	90 1/2	90 1/2	90 1/2	90 1/2	90 1/2	90 1/2
Do 1st prf.	44 1/2	44 1/2	44 1/2	44 1/2	44 1/2	44 1/2
Do pref.	93 1/2	93 1/2	93 1/2	93 1/2	93 1/2	93 1/2
Hous. & Tex. C.	50 1/2	50 1/2	50 1/2	50 1/2	50 1/2	50 1/2
Illinois Cent.	121 1/2	121 1/2	120 1/2	121 1/2	121 1/2	121 1/2
Lake Erie & W.	35 1/2	35 1/2	35 1/2	35 1/2	35 1/2	35 1/2
Lake Shore	123 1/2	123 1/2	123 1/2	123 1/2	123 1/2	123 1/2
Louis. & Nash	83 1/2	83 1/2	83 1/2	83 1/2	83 1/2	83 1/2
Manhattan	33 1/2	33 1/2	33 1/2	33 1/2	33 1/2	33 1/2
Mar. & Ist. prf.	104 1/2	104 1/2	104 1/2	104 1/2	104 1/2	104 1/2
Do 2d prf.	104 1/2	104 1/2	104 1/2	104 1/2	104 1/2	104 1/2
Mich. Central	115 1/2	115 1/2	115 1/2	115 1/2	115 1/2	115 1/2
Mobile & Ohio	20 1/2	20 1/2	20 1/2	20 1/2	20 1/2	20 1/2
Mo. Kan. & T.	43 1/2	43 1/2	43 1/2	43 1/2	43 1/2	43 1/2
Mo. & Essex	120 1/2	120 1/2	117 1/2	117 1/2	117 1/2	117 1/2
Nash. C. & S. L.	78 1/2	78 1/2	78 1/2	78 1/2	78 1/2	78 1/2
New Cent. Coal	144 1/2	144 1/2	144 1/2	144 1/2	144 1/2	144 1/2
N. Y. C. & H. R.	44 1/2	44 1/2	44 1/2	44 1/2	44 1/2	44 1/2
Do pref.	79 1/2	79 1/2	79 1/2	79 1/2	79 1/2	79 1/2
N. Y. Ont. & W.	31 1/2	31 1/2	31 1/2	31 1/2	31 1/2	31 1/2
Northern Pac.	33 1/2	33 1/2	33 1/2	33 1/2	33 1/2	33 1/2
Do pref.	63 1/2	63 1/2	63 1/2	63 1/2	63 1/2	63 1/2
Ohio Central	21 1/2	21 1/2	21 1/2	21 1/2	21 1/2	21 1/2
Ohio & Miss.	38 1/2	38 1/2	38 1/2	38 1/2	38 1/2	38 1/2
Do pref.	87 1/2	87 1/2	87 1/2	87 1/2	87 1/2	87 1/2
Panama M. L.	50 1/2	50 1/2	50 1/2	50 1/2	50 1/2	50 1/2
Panama	210 1/2	225 1/2	225 1/2	225 1/2	225 1/2	225 1/2
Phil. & Read's	50 1/2	50 1/2	50 1/2	50 1/2	50 1/2	50 1/2
St. L. & T. I.	109 1/2	109 1/2	109 1/2	109 1/2	109 1/2	109 1/2
Do pref.	48 1/2	48 1/2	48 1/2	48 1/2	48 1/2	48 1/2
St. L. M. & So.	48 1/2	48 1/2	48 1/2	48 1/2	48 1/2	48 1/2
St. L. & S. Fran.	41 1/2	41 1/2	41 1/2	41 1/2	41 1/2	41 1/2
Do pref.	55 1/2	55 1/2	55 1/2	55 1/2	55 1/2	55 1/2
Do 1st prf.	87 1/2	87 1/2	87 1/2	87 1/2	87 1/2	87 1/2
Sutro Tunnel	14 1/2	14 1/2	14 1/2	14 1/2	14 1/2	14 1/2
Union Pacific	106 1/2	107 1/2	107 1/2	107 1/2	107 1/2	107 1/2
Wab. St. L. & P.	43 1/2	43 1/2	43 1/2	43 1/2	43 1/2	43 1/2
Do pref.	81 1/2	81 1/2	81 1/2	81 1/2	81 1/2	81 1/2
West. Un. Tel.	81 1/2	81 1/2	81 1/2	81 1/2	81 1/2	81 1/2

* These are the prices bid and asked: no sale was made at the Board.

† Sales were also made ex-div. at 121 1/2@122 1/2.

‡ Sales were also made ex-div. at 143 1/2@144.

§ Sales were also made ex-div. at 109 1/2@108 1/2.

Total sales of leading stocks for the week ending Thursday, and the range in prices for the year 1879, and from Jan. 1, 1880, to date, were as follows:

	Sales of Week, Shares.	Range since Jan. 1, 1880.				Range for Year 1879.	
		Lowest.		Highest.		Low.	High.
Canada Southern....	26,770	40	May 17	75	Dec. 17	45½	78½
Central of N. J.	88,255	45	May 25	90	Mar. 8	33½	89½
Chicago & Alton.....	6,468	98½	Jan. 2	153	Dec. 17	75	100½
Chic. Burl. & Quincy	8,414	113	June 2	178	Dec. 9	111½	134½
Chic. Mil. & St. P.	91,586	66½	May 25	114	Dec. 17	34½	82½
Do do pref.	2,310	98	May 10	124	Nov. 26	74½	102½
Chic. & Northw.	78,080	87½	July 9	130	Nov. 29	49½	94½
Do do pref.	4,050	104	Feb. 10	146½	Nov. 24	76½	108
*Chic. Rock I. & Pac.	10,390	100½	June 11	204	June 8	119	150½
Col. Chic. & Ind. Cent.	9,650	9½	May 11	25½	Jan. 26	5	28
Del. & Hudson Canal	28,127	60	May 25	92½	Nov. 22	38	89½
Del. Lack. & Western	70,760	68½	May 25	106½	Dec. 16	43	94
Hannibal & St. Jo.	43,620	22½	May 25	48½	Dec. 17	13½	41½
Do do pref.	17,304	63½	May 25	95	Dec. 17	34	67½
Illinois Central.....	1,250	99½	Jan. 2	123½	Dec. 8	79½	100½
Lake Erie & Western	51,200	20½	May 11	40½	Dec. 16	16	28½
Lake Shore.....	118,510	95	June 2	128½	Dec. 16	67	108
Louisville & Nashv.	5,650	77	Dec. 8	174	Nov. 8	35	89½
Manhattan.....	7,175	21	July 22	57½	Mar. 16	35	72½
Michigan Central.....	37,346	75	May 17	121	Dec. 17	73½	98
Missouri Kan. & Tex.	88,220	28½	May 25	49½	Jan. 27	5½	35½
Morris & Essex.....	11,403	100	May 24	122	Nov. 23	75½	104½
Nashv. Chatt. & St. L.	46,100	47½	June 1	128	Mar. 8	35½	83
N. Y. Cent. & Hud. Riv.	37,295	122	May 11	147½	Nov. 22	113	139
N. Y. Lake E. & West.	184,562	30	June 1	49	Nov. 26	21½	49
Do do pref.	7,205	47	May 25	82½	Nov. 26	37½	78½
Northern Pacific.....	4,650	20	May 11	36	Jan. 14	16	40
Do do pref.	30,635	39½	May 24	65½	Dec. 16	44½	65
Ohio & Mississippi.....	17,110	23	May 25	44½	Mar. 6	7½	39½
Pacific Mail.....	127,360	27½	May 17	62	Mar. 8	10½	33½
Panama.....	371	168	Jan. 2	225	Dec. 13	123	182
Phila. & Reading.....	28,800	13½	July 2	72½	Jan. 3	.....	.....
St. L. Iron Mt. & South.	105,210	34½	May 25	66	Feb. 17	13	54
St. L. & San Francisco	7,175	23½	May 11	48	Feb. 2	3½	53
Do do pref.	6,823	33	May 11	65	Dec. 17	41	60½
Do 1st pref.	2,435	60	May 11	96½	Dec. 17	93	78½
Union Pacific.....	155,967	80	May 11	109½	Dec. 15	57½	95
Wab. St. L. & Pacific	24,945	20½	May 25	48	Jan. 27	.....	.....
Do do pref.	29,245	51½	May 25	85½	Dec. 17	.....	.....
Western Union Tel.	377,482	77½	Dec. 17	116½	Feb. 24	88½	116

* Lowest price here is for new stock, sold for first time June 11.

† Ex-dividend of 100 per cent in stock.

‡ Range from Sept. 25. § Range from July 30

State and Railroad Bonds.—There is great strength in the Southern State bonds and a general revival of speculative confidence in the bonds which had ruled at low prices until quite recently. The extreme advance in Virginia bonds last week was too sharp to be fully sustained, but—after a re-action—the prices are strong. Tennessee, Louisiana and North Carolinas are all noticed for their increased firmness.

Railroad bonds have been very strong and prices are pushing up quite sharply now in anticipation of the January demand for investments. If the Government succeeds in negotiating a three per cent bond, it will generally be conceded that bottom rates have been reached, and railroad bonds and other securities can then adjust themselves to their proper level, according to their respective soundness.

The following securities were sold at auction:

Shares.		Bonds.	
250 Brooklyn City RR.	171½	15 Mercantile Fire Ins.	85
150 Central Trust Co.	163½	9 Peter Cooper Fire Ins.	200
50 Central Nat. Bank.	123	7 Amer. Screw Co., \$330 per sh.	.....
50 Continental Ins.	210	15 Union Bank.	157
20 Continental Nat. Bank.	125½	30 Warren RR.	115
50 Great Western Ins.	82	30 Bank of Manhattan Co.	141
150 Merchants' Nat. Bank of Savannah, Ga.	105½		
400 N. Y. Real Estate Asso.	101½	\$5,000 Chic. Cinn. & Louisv.	.....
100 Manhattan Real Est. Asso.	86	RR. 1st mt. 78, due 1887.	98½
400 N. Y. Guaranty & B.	116½	10,000 Nash. & Decatur RR.	.....
dennity Co.	133½	1st mort. 78, due 1900.	116½
300 N. Y. Prov. & Bost. RR.	125	1,000 Cinn. Ham. & Dayton	.....
100 Prov. & Stoningt. SS. Co.	104	RR. 78, due 1885.	104
50 Fulton Nat. Bank.	140	1,400 Metrop. Gaslight Co.	.....
2 Brook. Acad. of Music.	73	scrip.	103½
72 Metrop. Gaslight Co.	134	10,000 N. Y. City 6 per cent	.....
35 Metrop. Gaslight Co.	134	dock bonds, due 1905.	122½
50 Central Park & R.	110½	728 Pac. Mutual Ins. scrip.	29½
East River RR.	110½	5,000 Hackensack & N. Y.	.....
10 Lafayette Fire Ins.	117	1st mort. 78, due	.....
110 Greenwich Ins.	288	Jan. 1, 1877.	60

Exchange.—Foreign exchange was still depressed in the early part of the week, but has recently been firmer, and leading drawers advanced their rates ½ point to-day. The rates on actual business in prime bankers' sterling bills are about 4 7/8 for 60 days and 4 81/2 @ 82 for demand. Cable transfers are 4 82 @ 4 82½.

The following were the rates for domestic exchange on New York at the undermentioned cities to-day: Savannah, buying, 5-16, selling, 3-16 @ par; Charleston, buying, ½ discount, selling, par @ ½ discount; New Orleans commercial, 350 @ 400 discount, bank par; St. Louis, 100 discount; Chicago, par; Boston, par.

Quotations for foreign exchange are as follows:

Dec. 17.	Sixty Days.	Demand.
Prime bankers' sterling bills on London.	4 78½ @ 7 9½	4 81½ @ 8 2½
Prime commercial	4 77½ @ 7 8	4 80½ @ 8 1
Documentary commercial	4 77 @ 7 7½	4 80 @ 8 0½
Paris (francs)	5 29½ @ 5 26¼	5 26¼ @ 5 23½
Amsterdam (guilders)	39½ @ 39½	39½ @ 40½
Frankfort (reichmarks)	93½ @ 94½	94½ @ 94½
Bremen (reichmarks)	93½ @ 94½	94½ @ 94½

Coins.—The following are quotations in gold for various coins: Sovereigns.....\$4 82 @ \$4 85 Silver ½ and ¼s. 99½ @ par. Napoleons.....3 82 @ 3 86 Five francs.....91 @ 94 X Reichmarks. 4 73 @ 4 77 Mexican dollars.....87 @ 83 X Guilders.....3 96 @ 4 00 Do uncommenced.....85½ @ 86½ Spanish Doubloons. 15 60 @ 15 80 English silver.....4 70 @ 4 80 Mex. Doubloons. 15 50 @ 15 60 Prus. silv. thalers.....67 @ 69 Mex. silver bars.....1 11¼ @ 1 11½ U. S. trade dollars.....99½ @ 99½ Fine gold bars.....par @ ¼ prem. U. S. silver dollars.....99½ @ par. Dimes & ½ dimes.....99½ @ par.

Railroad Earnings.—The latest railroad earnings and the totals from Jan. 1 to latest dates are given below. The statement includes the gross earnings of all railroads from which returns can be obtained. The columns under the heading "Jan. 1 to latest date" furnish the gross earnings from Jan. 1 to, and including, the period mentioned in the second column.

	Week of Mo. 1879.		Jan. 1 to latest date.	
	Week of Mo. 1879.	Jan. 1 to latest date.	Jan. 1 to latest date.	Jan. 1 to latest date.
Ala. Gt. Southern. November.	\$61,155	\$49,600	\$582,252	\$390,644
Albany & Susq. September.	152,980	105,362	1,055,122	786,312
Aitch. Top. & S. Fe. 2d wk Nov.	278,000	188,000	7,259,000	5,455,447
Atl. & Char. Air-L. October	127,332	88,498	743,023	595,611
Atl. & Gt. West. October	497,232	477,776	.....	.....
Atl. Miss. & Ohio. October	235,910	200,308	1,673,402	1,366,315
Bur. C. Rap. & No. 1st wk Dec.	42,471	40,621	1,902,534	1,399,366
Calro & St. Louis. 4th wk Nov.	8,940	5,961	375,213	238,795
Central Pacific. November.	254,000	148,812	15,382,493	15,817,291
Ches. & Ohio. November.	239,073	148,073	2,455,577	1,757,377
Chicago & Alton. 1st wk Dec.	146,465	144,658	7,275,071	5,347,321
Chic. Burl. & Q. October	1,599,534	1,709,932	14,504,592	12,013,868
Chic. & East. 1st wk Dec.	33,734	23,067	1,203,764	816,498
Chic. Mil. & St. P. 2d wk Dec.	310,600	236,703	12,346,810	9,435,453
Chic. & Northw. November.	820,000	1,558,476	17,898,340	14,772,478
Chic. St. P. Min. & O. 1st wk Dec.	38,729	35,388	1,486,480	1,160,839
Cinc. & W. Mich. 3d wk Nov.	16,407	15,349	777,759	578,175
Cin. Ham. & Day. November.	232,875	205,601	.....	.....
Cin. Ind. St. L. & C. 1st wk Dec.	43,723	42,556	.....	.....
Cincinnati South. October	186,675	64,577	.....	.....
Cin. & Spring. 1st wk Dec.	21,957	17,966	848,345	738,217
Clev. Col. Cin. & I. 1st wk Dec.	82,479	71,694	4,090,044	3,413,139
Clev. Mt. V. & Del. 4th wk Nov.	10,960	9,255	383,894	352,841
Del. & H. Can. Pa. Div. Sept.	117,136	112,762	858,982	890,292
Denver & Rio Gr. 2d wk Dec.	88,601	29,353	3,266,064	1,165,040
Den. S. P. & Pac. November.	87,333	159,077	1,060,399	760,651
Des. M. & F. Dodge. 1st wk Dec.	4,383	2,678	205,552	.....
Det. Lans. & No. 4th wk Nov.	35,073	27,122	1,090,315	997,507
Dubuque & S. City. 1st wk Dec.	21,234	20,710	957,176	864,541
Eastern. August.	302,389	264,601	1,915,440	1,628,426
East Tenn. V. & G. October	128,802	118,084	1,038,150	847,819
Flint & Pere Mar. 1st wk Dec.	34,742	29,943	1,481,075	1,058,941
Gal. Har. & San A. 4th wk Nov.	32,984	31,964	.....	.....
Georgia. November.	169,957	133,339	.....	.....
Grand Trunk. W. K. end Dec. 11	204,367	189,269	9,975,172	8,491,728
Gr. W. Western. W. K. end Dec. 10	102,192	100,118	4,349,618	4,208,629
Hannibal & St. Jo. 1st wk Dec.	57,291	56,740	2,336,015	1,800,812
Houst. & Texas C. 1st wk Dec.	98,518	95,316	3,394,637	2,918,769
Illinois Cen. (Ill.). November.	557,131	490,530	5,785,953	5,190,010
Do (Iowa). November.	163,440	140,813	1,536,242	1,385,386
Indiana Bl. & W. 4th wk Nov.	21,774	20,822	1,118,460	1,054,689
Int. & Gt. North. 1st wk Dec.	52,948	55,191	1,755,347	1,612,784
Iowa Central. November.	92,647	.....	.....	.....
K. C. Ft. S. & Gulf. 3d wk Nov.	26,973	19,676	1,023,339	768,151
Kans. C. Law. & So. 2d wk Nov.	18,011	10,761	642,138	422,941
Lake Erie & West. 4th wk Nov.	23,379	14,987	1,229,601	635,421
Little Rk. & Ft. S. September.	48,193	32,578	.....	.....
Louisv. & Nashv. 1st wk Dec.	218,600	151,200	8,716,187	5,476,775
Marq. H. & Ont. n. November.	34,202	29,183	781,566	538,569
Memp. & Char. 1st wk Dec.	41,427	34,602	1,096,448	805,237
Minn. & St. Louis. 3d wk Nov.	19,924	10,234	717,785	400,962
Mo. Kan. & Texas. 1st wk Dec.	84,337	90,771	3,889,335	3,034,136
Missouri Pacific. October	546,027	434,266	4,453,894	3,166,808
Mobile Ont. & S. November.	252,222	309,096	1,982,577	1,810,850
Nashv. Ch. & St. November.	174,215	157,343	1,615,225	1,325,691
N. Y. & Canada. September.	56,959	47,394	485,069	323,691
N. Y. Cent. & Hud. November.	3,047,541	2,801,835	30,772,015	25,251,216
N. Y. L. Erie & W. September.	1,786,417	1,492,495	14,065,330	11,881,343
N. Y. & N. Engl. d. 1st wk Dec.	50,015	48,159	.....	.....
Northern Central. October	512,917	413,534	4,097,023	3,316,033
Northern Pacific. 2d wk Dec.	44,400	24,073	2,436,356	1,937,617
Ogd. & L. Champ. 3d wk Nov.	11,656	8,684	.....	.....
Pad. & Elizabeth. 4th wk Nov.	11,988	11,660	304,350	304,350
Pad. & Memphis. 4th wk Nov.	5,666	5,129	199,128	144,640
Pennsylvania. October	3,892,714	3,518,144	34,137,327	28,034,354
Peoria Dec. & Ev. 1st wk Dec.	7,536	3,242	416,393	242,545
Philadel. & Erie. October	367,082	323,803	3,120,849	2,514,584
Phila. & Reading. October	1,746,299	1,542,911	14,839,670	12,377,394
Pitts. Titusv. & B. October	54,200	38,930	482,659	386,154
Ports. Gt. F. & Con. August.	22,891	19,275	.....	.....
Rensselaer & Sar. September.	196,561	181,574	1,415,572	1,132,097
St. L. At. & T. H. 1st wk Dec.	23,318	23,254	1,297,963	1,055,386
Do (Irish). 1st wk Dec.	16,550	13,714	514,188	514,484
St. L. Iron Mt. & S. 1st wk Dec.	167,000	157,000	5,770,819	4,815,534
St. L. & San Fran. 2d wk Dec.	59,400	57,300	2,584,275	1,551,282
St. Paul & Duluth. October	66,374	.....	502,787	.....
St. P. Minn. & Man. 2d wk Dec.	79,500	36,700	3,004,008	2,460,549
St. Paul & S. City. 1st wk Dec.	31,180	20,149	1,377,300	1,037,324
Scioto Valley. 1st wk Dec.	5,306	6,119	297,049	268,147
South. Pac. of Cal. November	396,000	.....	4,545,000	.....
Texas & Pacific. 1st wk Nov.	81,519	77,707	.....	.....
Tol. Peoria & War. 1st wk Dec.	33,119	34,140	1,060,518	926,905
Union Pacific. November.	2,265,160	1,796,343	.....	.....
Wal. St. L. & Pac. 1st wk Dec.	239,649	227,385	11,612,958	8,357,547
Wisconsin Cent. November.	113,020	82,079	1,033,328	744,771

U. S. Sub-Treasury.—The following table shows the receipts and payments at the Sub-Treasury in this city, as well as the balances in the same, for each day of the past week:

The following statement shows the condition of the Associated Banks of New York City for the week ending at the commencement of business on Dec. 11, 1880:

Banks.	Capital.	Average amount			
		Loans and discounts.	Specie.	Tenders.	Net dep't's other than U. S.
New York.....	2,000,000	8,905,000	2,068,000	220,000	8,013,000
Manhattan Co.....	2,000,000	6,334,400	535,500	303,800	4,903,100
Merchants.....	2,000,000	6,380,000	1,700,800	515,200	5,167,000
Mechanics.....	2,000,000	7,028,000	797,000	471,000	5,437,000
Union.....	1,200,000	4,685,200	1,148,100	77,000	4,078,000
America.....	3,000,000	8,500,700	1,810,500	311,300	5,880,500
Phoenix.....	1,000,000	5,872,000	338,000	132,000	5,566,000
City.....	1,000,000	8,195,900	1,688,400	161,000	7,967,600
Traders' Bank.....	1,000,000	2,982,800	336,800	58,200	2,797,700
Fulton.....	600,000	1,575,200	447,000	94,100	1,287,900
Chemical.....	250,000	11,591,700	2,498,300	480,100	10,586,800
Merchants' Exch.....	1,000,000	4,133,400	413,000	302,100	3,828,600
Gallatin Nat'l.....	1,000,000	3,905,300	470,200	92,500	3,905,300
Butcher's & Prov.....	300,000	1,387,100	241,800	71,500	1,094,600
Mechanics' & Tr.....	200,000	1,100,000	140,000	100,000	1,000,000
Greenwich.....	200,000	1,005,600	28,500	233,100	1,005,600
Leather Man & Tr's	600,000	3,291,000	652,600	97,700	2,799,900
Seventh Ward.....	300,000	887,000	157,100	58,000	833,400
State of N. York.....	800,000	4,120,300	727,500	133,000	3,617,800
American Exch.....	5,000,000	13,938,100	2,013,900	451,000	9,455,000
Commerce.....	5,000,000	15,588,200	2,349,600	475,700	10,342,000
Broadway.....	1,000,000	5,455,700	639,900	361,100	4,402,300
Mechanics.....	1,000,000	3,408,400	681,100	101,600	3,106,700
Pacific.....	422,700	1,500,000	252,400	182,000	1,099,000
Republic.....	1,500,000	5,250,500	498,300	131,600	4,759,900
Chatham.....	450,000	3,612,400	77,000	155,700	3,439,300
People's.....	412,500	1,494,800	65,300	125,000	1,437,800
North American.....	700,000	2,000,000	317,500	2,083,600	2,700,000
Hanover.....	1,000,000	8,015,200	1,241,200	392,500	7,381,500
Irving.....	500,000	2,759,700	342,400	239,000	2,419,000
Metropolitan.....	3,000,000	11,066,100	2,411,600	226,000	10,448,000
Citizens.....	1,000,000	4,120,300	667,000	133,000	3,617,800
Nassau.....	1,000,000	2,251,000	232,700	83,300	2,271,700
Market.....	500,000	2,674,800	413,700	114,500	2,082,400
St. Nicholas.....	500,000	2,247,100	467,000	1,700	1,982,800
Marine.....	300,000	1,480,700	30,000	270,500	1,965,500
Corn Exchange.....	1,000,000	3,506,500	337,800	58,000	3,419,500
Continental.....	1,000,000	2,887,600	1,735,800	188,100	1,963,500
Importers & Tr.....	300,000	1,480,700	30,000	270,500	1,965,500
Park.....	2,000,000	16,460,500	4,572,700	385,500	10,854,000
Mech. Bkg. Ass'n.....	500,000	920,900	195,200	17,300	738,100
North River.....	240,000	989,300	33,000	119,300	867,000
East River.....	200,000	972,100	160,500	97,400	789,100
Fourth National.....	3,200,000	18,275,700	3,755,100	491,500	16,017,400
Central Nat'l.....	2,000,000	8,688,600	1,105,000	741,000	8,107,000
Second Nat'l.....	300,000	2,341,600	473,000	239,000	2,488,000
Ninth National.....	1,000,000	4,120,300	667,000	133,000	3,617,800
First National.....	500,000	12,400,000	2,345,600	191,900	10,248,000
Third National.....	1,000,000	6,880,000	1,434,700	307,300	6,612,000
N. Y. Nat. Exch.....	300,000	1,402,100	188,300	98,300	1,205,000
Norway National.....	500,000	1,401,400	35,000	108,000	1,298,400
N. York County.....	200,000	907,100	319,400	147,000	180,000
German American.....	750,000	2,188,700	299,500	91,900	2,101,000
Chase National.....	300,000	2,673,700	937,900	74,800	3,880,400
Fifth Avenue.....	1,000,000	1,504,200	350,500	81,000	1,591,800
Total.....	60,475,200	283,959,200	53,933,200	12,579,900	206,385,800

The deviations from returns of previous week are as follows:

Loans and discounts.....	Dec. 11, 1880	Net deposits.....	Dec. 11, 1880
Specie.....	Dec. 11, 1880	Circulation.....	Dec. 11, 1880
Legal tenders.....	Dec. 11, 1880		

Boston Banks.—The following are the totals of the Boston banks for a series of weeks past:

	Loans.	Specie.	L. Tenders.	Deposits.	Circulation.	App. Clear.
Sept. 13.....	149,749,700	8,871,600	2,992,500	56,094,500	30,599,800	54,247,417
" 27.....	149,074,800	7,982,300	2,992,500	56,381,900	30,599,800	55,287,976
Oct. 4.....	145,099,500	8,833,400	2,875,300	59,827,700	30,577,900	62,080,700
" 11.....	146,721,200	8,795,800	2,745,400	60,012,100	30,621,200	64,742,226
" 18.....	145,720,700	8,795,800	2,745,400	60,012,100	30,621,200	64,742,226
" 25.....	147,338,900	8,742,400	2,598,900	61,044,500	30,599,800	64,229,418
Nov. 1.....	148,846,500	8,312,000	3,077,900	61,572,500	30,510,500	62,388,970
" 8.....	150,429,100	8,309,100	3,015,500	60,529,300	30,597,000	71,908,488
" 15.....	151,767,000	7,749,000	2,944,700	60,545,300	30,517,700	72,949,830
" 22.....	151,583,100	7,902,300	3,012,900	60,529,300	30,597,000	72,949,830
" 29.....	151,433,200	7,515,100	3,436,000	59,371,300	30,616,400	74,541,361
Dec. 6.....	152,031,600	6,915,900	3,309,700	57,342,800	30,628,700	81,676,805
" 13.....	149,148,400	6,900,900	3,132,000	57,659,500	30,583,200	80,240,704

* From Oct. 23 the item "due to other banks," is included in deposits.

Philadelphia Banks.—The totals of the Philadelphia banks are as follows:

	Loans.	L. Tenders.	Deposits.	Circulation.	App. Clear.
Sept. 13.....	70,593,376	20,676,935	63,010,452	13,178,215	36,873,476
" 27.....	70,722,000	21,310,300	64,883,170	12,309,320	44,444,619
Oct. 4.....	70,827,877	21,583,960	64,420,111	12,215,453	39,199,700
" 11.....	70,804,827	21,463,516	64,822,802	12,195,371	42,635,645
" 18.....	70,741,570	21,432,750	64,832,768	12,195,449	42,963,773
" 25.....	71,108,721	21,108,721	65,240,522	12,213,283	42,851,668
Nov. 1.....	71,703,455	20,533,193	65,329,678	12,243,730	43,241,780
" 8.....	72,584,972	20,69,679	65,779,300	12,239,647	42,983,752
" 15.....	73,441,349	21,677,722	66,698,124	12,235,615	49,025,584
" 22.....	73,751,647	20,180,157	67,328,284	12,241,765	48,419,767
" 29.....	73,082,818	19,822,930	66,532,670	12,241,765	48,419,767
Dec. 6.....	74,961,122	19,440,299	66,532,492	12,192,735	44,275,171
" 13.....	75,082,096	17,962,749	64,819,921	12,196,038	59,408,095
" 20.....	73,612,776	16,164,655	61,280,572	12,202,775	45,472,562

QUOTATIONS IN BOSTON, PHILADELPHIA AND OTHER CITIES.

SECURITIES.	Bid.	Ask.	SECURITIES.	Bid.	Ask.
BOSTON.			BOSTON.		
Atch. & Topeka 1st m. 7s.....		123 3/4	Old Colony 6s.....	117	...
do do land grant 7s.....			Pueblo & Ark. Valley 7s.....	100	...
do do 2d 7s.....			Rutland 6s, 1st mort.....	100	...
do do land inc. 5s.....			Vermont & Mass. R.R., 6s.....	...	...
Boston & Maine 7s.....	124 1/2		Vermont & Canada, new 5s.....	...	...
Boston & Albany 7s.....	125	125 1/2	STOCKS.		
do do 6s.....	116 1/2		Atchison & Topeka.....	142 1/2	143
Boston & Lowell 7s.....	118 1/2		Boston & Albany.....	190	161
do do 6s.....	118 1/2		Boston & Lowell.....	115 1/2	...
Boston & Providence 7s.....			Boston & Maine.....	145 1/2	145 1/2
Burl. & Mo. land grant 7s.....	117		Boston & Providence.....	150 1/2	...
do do 6s.....	117		Cheshire preferred.....	99 1/2	...
do do 5s.....	103 1/2		Chic. Clinton Dub. & Min.....	73 1/2	74
Conn. & Passumpsic 7s, 1891.....	116	116	Chi. & W. Michigan.....	172	173 1/2
Eastern, Mass. & N. Y., new.....	99 1/2	99 1/2	Cin. Sandusky & Cleve.....	73 1/2	74
Fitchburg R.R., 6s.....	112		Concord.....	95	95 1/2
do do 7s.....	112		Connecticut River.....	158	...
Fort Scott & Gulf 7s.....	112	45 1/2	Conn. & Passumpsic.....	89 1/2	87
Fort Scott & Erie 7s.....	45	45 1/2	Eastern (Mass.).....	89 1/2	89 1/2
Kan. City & W. Va., 7s, 1st m.....	120 1/2	120 1/2	Eastern (New Hampshire).....	139	140
do do 2d m.....	120 1/2	120 1/2	Fitchburg.....	139	140
do do 3d m.....	120 1/2	120 1/2	Flint & Pere Marq.....	24	24 1/2
do do 4th m.....	120 1/2	120 1/2	do do 6s, pref.....	79 1/2	...
do do 5th m.....	120 1/2	120 1/2	Fort Scott & Gulf, pref.....	125 1/2	...
do do 6th m.....	120 1/2	120 1/2	do do 6s, pref.....	79 1/2	...
do do 7th m.....	120 1/2	120 1/2	do do 6s, pref.....	79 1/2	...
do do 8th m.....	120 1/2	120 1/2	K. C. Law. & Southern, E. R. 6s.....	60	60 1/2
do do 9th m.....	120 1/2	120 1/2	Little Rock & Fort Smith.....	81 1/2	81 1/2
do do 10th m.....	120 1/2	120 1/2	do do 6s, pref.....	79 1/2	...
do do 11th m.....	120 1/2	120 1/2	do do 6s, pref.....	79 1/2	...
do do 12th m.....	120 1/2	120 1/2	do do 6s, pref.....	79 1/2	...
do do 13th m.....	120 1/2	120 1/2	do do 6s, pref.....	79 1/2	...
do do 14th m.....	120 1/2	120 1/2	do do 6s, pref.....	79 1/2	...
do do 15th m.....	120 1/2	120 1/2	do do 6s, pref.....	79 1/2	...
do do 16th m.....	120 1/2	120 1/2	do do 6s, pref.....	79 1/2	...
do do 17th m.....	120 1/2	120 1/2	do do 6s, pref.....	79 1/2	...
do do 18th m.....	120 1/2	120 1/2	do do 6s, pref.....	79 1/2	...
do do 19th m.....	120 1/2	120 1/2	do do 6s, pref.....	79 1/2	...
do do 20th m.....	120 1/2	120 1/2	do do 6s, pref.....	79 1/2	...
do do 21st m.....	120 1/2	120 1/2	do do 6s, pref.....	79 1/2	...
do do 22nd m.....	120 1/2	120 1/2	do do 6s, pref.....	79 1/2	...
do do 23rd m.....	120 1/2	120 1/2	do do 6s, pref.....	79 1/2	...
do do 24th m.....	120 1/2	120 1/2	do do 6s, pref.....	79 1/2	...
do do 25th m.....	120 1/2	120 1/2	do do 6s, pref.....	79 1/2	...
do do 26th m.....	120 1/2	120 1/2	do do 6s, pref.....	79 1/2	...
do do 27th m.....	120 1/2	120 1/2	do do 6s, pref.....	79 1/2	...
do do 28th m.....	120 1/2	120 1/2	do do 6s, pref.....	79 1/2	...
do do 29th m.....	120 1/2	120 1/2	do do 6s, pref.....	79 1/2	...
do do 30th m.....	120 1/2	120 1/2	do do 6s, pref.....	79 1/2	...
do do 31st m.....	120 1/2	120 1/2	do do 6s, pref.....	79 1/2	...
do do 32nd m.....	120 1/2	120 1/2	do do 6s, pref.....	79 1/2	...
do do 33rd m.....	120 1/2	120 1/2	do do 6s, pref.....	79 1/2	...
do do 34th m.....	120 1/2	120 1/2	do do 6s, pref.....	79 1/2	...
do do 35th m.....	120 1/2	120 1/2	do do 6s, pref.....	79 1/2	...
do do 36th m.....	120 1/2	120 1/2	do do 6s, pref.....	79 1/2	...
do do 37th m.....	120 1/2	120 1/2	do do 6s, pref.....	79 1/2	...
do do 38th m.....	120 1/2	120 1/2	do do 6s, pref.....	79 1/2	...
do do 39th m.....	120 1/2	120 1/2	do do 6s, pref.....	79 1/2	...
do do 40th m.....	120 1/2	120 1/2	do do 6s, pref.....	79 1/2	...
do do 41st m.....	120 1/2	120 1/2	do do 6s, pref.....	79 1/2	...
do do 42nd m.....	120 1/2	120 1/2	do do 6s, pref.....	79 1/2	...
do do 43rd m.....	120 1/2	120 1/2	do do 6s, pref.....	79 1/2	...
do do 44th m.....	120 1/2	120 1/2	do do 6s, pref.....	79 1/2	...
do do 45th m.....	120 1/2	120 1/2	do do 6s, pref.....	79 1/2	...
do do 46th m.....	120 1/2	120 1/2	do do 6s, pref.....	79 1/2	...
do do 47th m.....	120 1/2	120 1/2	do do 6s, pref.....	79 1/2	...
do do 48th m.....	120 1/2	120 1/2	do do 6s, pref.....	79 1/2	...
do do 49th m.....	120 1/2	120 1/2	do do 6s, pref.....	79 1/2	...
do do 50th m.....	120 1/2	120 1/2	do do 6s, pref.....	79 1/2	...
do do 51st m.....	120 1/2	120 1/2	do do 6s, pref.....	79 1/2	...
do do 52nd m.....	120 1/2	120 1/2	do do 6s, pref.....	79 1/2	...
do do 53rd m.....	120 1/2	120 1/2	do do 6s, pref.....	79 1/2	...
do do 54th m.....	120 1/2	120 1/2	do do 6s, pref.....	79 1/2	...
do do 55th m.....	120 1/2	120 1/2	do do 6s, pref.....	79 1/2	...
do do 56th m.....	120 1/2	120 1/2	do do 6s, pref.....	79 1/2	...
do do 57th m.....	120 1/2	120 1/2	do do 6s, pref.....	79 1/2	...
do do 58th m.....	120 1/2	120 1/2	do do 6s, pref.....	79 1/2	...
do do 59th m.....	120 1/2	120 1/2	do do 6s, pref.....	79 1/2	...
do do 60th m.....	120 1/2	120 1/2	do do 6s, pref.....	79 1/2	...
do do 61st m.....	120 1/2	120 1/2	do do 6s, pref.....	79 1/2	...
do do 62nd m.....	120 1/2	120 1/2	do do 6s, pref.....	79 1/2	...
do do 63rd m.....	120 1/2	120 1/2	do do 6s, pref.....	79 1/2	...
do do 64th m.....	120 1/2	120 1/2	do do 6s, pref.....	79 1/2	...
do do 65th m.....	120 1/2	120 1/2	do do 6s, pref.....	79 1/2	...
do do 66th m.....	120 1/2	120 1/2	do do 6s, pref.....	79 1/2	...
do do 67th m.....	120 1/2	120 1/2	do do 6s, pref.....	79 1/2	...
do do 68th m.....	120 1/2	120 1/2	do do 6s, pref.....	79 1/2	...
do do 69th m.....	120 1/2	120 1/2	do do 6s, pref.....	79 1/2	...
do do 70th m.....	120 1/2	120 1/2	do do 6s, pref.....	79 1/2	...
do do 71st m.....	120 1/2	120 1/2	do do 6s, pref.....	79 1/2	...
do do 72nd m.....	120 1/2	120 1/2	do do 6s, pref.....	79 1/2	...
do do 73rd m.....	120 1/2	120 1/2	do do 6s, pref.....	79 1/2	...
do do 74th m.....	120 1/2	120 1/2	do do 6s, pref.....	79 1/2	...
do do 75th m.....	120 1/2	120 1/2	do do 6s, pref.....	79 1/2	...
do do 76th m.....	120 1/2	120 1/2	do do 6s, pref.....	79 1/2	...
do do 77th m.....	120 1/2	120 1/2	do do 6s, pref.....	79 1/2	...
do do 78th m.....	120 1/2	120 1/2	do do 6s, pref.....	79 1/2	...
do do 79th m.....	120 1/2	120 1/2	do do 6s, pref.....	79 1/2	...
do do 80th m.....	120 1/2	120 1/2	do do 6s, pref.....	79 1/2	...
do do 81st m.....	120 1/2	120 1/2	do do 6s, pref.....	79 1/2	...
do do 82nd m.....	120 1/2	120 1/2	do do 6s, pref.....	79 1/2	...
do do 83rd m.....	120 1/2	120 1/2	do do 6s, pref.....	79 1/2	...
do do 84th m.....	120 1/2	120 1/2	do do 6s, pref.....	79 1/2	...
do do 85th m.....	120 1/2	120 1/2	do do 6s, pref.....	79 1/2	...
do do 86th m.....	120 1/2	120 1/2	do do 6s, pref.....	79 1/2	...
do do 87th m.....	120 1/2	120 1/2	do do 6s, pref.....	79 1/2	...
do do 88th m.....	120 1/2	120 1/2	do do 6s, pref.....	79 1/2	...
do do 89th m.....	120 1/2	120 1/2	do do 6s, pref.....	79 1/2	...
do do 90th m.....	120 1/2	120 1/2	do do 6s, pref.....	79 1/2	...
do do 91st m.....	120 1/2	120 1/2	do do 6s, pref.....	79 1/2	...
do do 92nd m.....	120 1/2	120 1/2	do do 6s, pref.....	79 1/2	...
do do 93rd m.....	120 1/2	120 1/2	do do 6s, pref.....	79 1/2	...
do do 94th m.....	120 1/2	120 1/2	do do 6s, pref.....	79 1/2	...
do do 95th m.....	120 1/2	120 1/2	do do 6s, pref.....	79 1/2	...
do do 96th m.....	120 1/2	120 1/2	do do 6s, pref.....	79 1/2	...
do do 97th m.....	120 1/2	120 1/2	do do 6s, pref.....	79 1/2	...
do do 98th m.....	120 1/2	120 1/2	do do 6s, pref.....	79 1/2	...
do do 99th m.....	120 1/2	120 1/2	do do 6s, pref.....	79 1/2	...
do do 100th m.....	120 1/2	120 1/2	do do 6s, pref.....	79 1/2	...
do do 101st m.....	120 1/2	120 1/2	do do 6s, pref.....	79 1/2	...
do do 102nd m.....	120 1/2	120 1/2	do do 6s, pref.....	79 1/2	...
do do 103rd m.....	120 1/2	120 1/2	do do 6s, pref.....	79 1/2	...
do do 104th m.....	120 1/2	120 1/2	do do 6s, pref.....	79 1/2	...
do do 105th m.....	120 1/2	120 1/2	do do 6s, pref.....	79 1/2	...
do do 106th m.....	120 1/2	120 1/2	do do 6s, pref.....	79 1/2	...
do do 107th m.....	120 1/2	120 1/2	do do 6s, pref.....	79 1/2	...
do do 108th m.....	120 1/2	120 1/2	do do 6s, pref.....	79 1/2	...
do do 109th m.....	120 1/2	120 1/2	do do 6s, pref.....	79 1/2	...
do do 110th m.....	120 1/2	120 1/2	do do 6s, pref.....	79 1/2	...
do do 111th m.....	120 1/2	120 1/2	do do 6s, pref.....	79 1/2	...
do do 112th m.....	120 1/2	120 1/2	do do 6s, pref.....	79 1/2	...
do do 113th m.....	120 1/2	120 1/2	do do 6s, pref.....	79 1/2	...
do do 114th m.....	120 1/2	120 1/2	do do 6s, pref.....	79 1/2	...
do do 115th m.....	120 1/2	120 1/2	do do 6s, pref.....	79 1/2	...
do do 116th m.....	120 1/2	120 1/2	do do 6s, pref.....	79 1/2	...
do do 117th m.....	120 1/2	120 1/2	do do 6s, pref.....	79 1/2	...
do do 118th m.....	120 1/2	120 1/2	do do 6s, pref.....	79 1/2	...
do do 119th m.....	120 1/2	120 1/2	do do 6s, pref.....	79 1/2	...
do do 120th m.....	120 1/2	120 1/2	do do 6s, pref.....	79 1/2	...
do do 121st m.....	120 1/2	120 1/2	do do 6s, pref.....	79 1/2	...
do do 122nd m.....	120 1/2	120 1/2	do do 6s, pref.....	79 1/2	...
do do 123rd m.....	120 1/2	120 1/2	do do 6s, pref.....	79 1/2	...
do do 124th m.....	120 1/2	120 1/2	do do 6s, pref.....	79 1/2	...
do do 125th m.....	120 1/2	120 1/2	do do 6s, pref.....	79 1/2	...
do do 126th m.....	120 1/2	120 1/2	do do 6s, pref.....	79 1/2	...
do do 127th m.....	120 1/2	120 1/2	do do 6s, pref.....	79 1/2	...
do do 128th m.....	120 1/2	120 1/2	do do 6s, pref.....	79 1/2	...
do do 129th m.....	120 1/2	120 1/2	do do 6s, pref.....	79 1/2	...
do do 130th m.....	120 1/2	120 1/2	do do 6s, pref.....	79 1/2	...
do do 131st m.....	120 1/2	120 1/2	do do 6s, pref.....	79 1/2	...
do do 132nd m.....	120 1/2	120 1/2	do do 6s, pref.....	79 1/2	...
do do 133rd m.....	120 1/2	120 1/2	do do 6s, pref.....	79 1/2	...
do do 134th m.....	120 1/2	120 1/2	do do 6s, pref.....	79 1/2	...
do do 135th m.....	120 1/2	120 1/2	do do 6s, pref.....	79 1/2	...
do do 136th m.....	120 1/2	120 1/2	do do 6s, pref.....	79 1/2	...
do do 137th m.....	120 1/2	120 1/2	do do 6s, pref.....	79 1/2	...
do do 138th m.....	120 1/2	120 1/2	do do 6s, pref.....	79 1/2	...
do do 139th m.....	120 1/2	120 1/2	do do 6s, pref.....	79 1/2	...
do do 140th m.....	120 1/2	120 1/2	do do 6s, pref.....	79 1/2	...
do do 141st m.....	120 1/2	120 1/2	do do 6s, pref.....	79 1/2	...
do do 142nd m.....	120 1/2	120 1/2	do do 6s, pref.....	79 1/2	...
do do 143rd m.....	120 1/2	120 1/2	do do 6s, pref.....	79 1/2	...
do do 144th m.....	120 1/2	120 1/2	do do 6s, pref.....	79 1/2	...
do do 145th m.....	120 1/2	120 1/2	do do 6s, pref.....	79 1/2	...
do do 146th m.....	120 1/2	120 1/2	do do 6s, pref.....	79 1/2	...
do do 147th m.....	120 1/2	120 1/2	do do 6s, pref.....	79 1/2	...
do do 148th m.....	120 1/2	120 1/2	do do 6s, pref.....	79 1/2	...
do do 149th m.....	120 1/2	120 1/2	do do 6s, pref.....	79 1/2	...
do do 150th m.....	120 1/2	120 1/2	do do 6s, pref.....	79 1/2	...
do do 151st m.....	120 1/2	120 1/2	do do 6s, pref.....	79 1/2	...
do do 152nd m.....	120 1/2	120 1/2	do do 6s, pref.....	79 1/2	...
do do 153rd m.....	120 1/2	120 1/2	do do 6s, pref.....	79 1/2	...
do do 154th m.....	120 1/2	120 1/2	do do 6s, pref.....	79 1/2	...
do do 155th m.....	120 1/2	120 1/2	do do 6s, pref.....	79 1/2	...
do do 156th m.....	120 1/2	120 1/2	do do 6s, pref.....	79 1/2	...
do do 157th m.....	120 1/2	120 1/2	do do 6s, pref.....	79 1/2	...
do do 158th m.....	120 1/2	120 1/2	do do 6s, pref.....	79 1/2	...

QUOTATIONS OF STOCKS AND BONDS IN NEW YORK.

U. S. Bonds and active Railroad Stocks are quoted on a previous page. Prices represent the per cent value, whatever the par may be.

STATE BONDS.

SECURITIES.	Bid.	Ask.	SECURITIES.	Bid.	Ask.	SECURITIES.	Bid.	Ask.	SECURITIES.	Bid.	Ask.
Alabama—Class A, 2 to 5	74	73	Missouri—6s, due 1882 or '83	105		N. Carolina—Continued			Rhode Island—6s, coup. '93-9	130	
Class A, 2 to 5, small	74		do, due 1888	110		No. Car. RR., J. & J.	115		South Carolina		
Class B, 5s	93		do, due 1887	110		do A. & O.	115		6s, Act. Mar. 23, 1880.	5	6
Class C, 2 to 5	88 1/2		do, due 1886	110		do coup. off. J. & J.	115		Non-fundable.	47 1/2	47 1/2
Arkansas—6s, funded	95		do, due 1880 or '81	110 1/2		do coup. off. A. & O.	115		Tennessee—6s, old	48	50
7s, L. Rock & Ft. Scott	9 1/2		Asylum or Univ., due '92	112		Funding act, 1868	12		6s, new series	47 1/2	47 1/2
7s, Memp. & N. O. RR.	9 1/2		Funding, 1864-95	115		do 1868	12		Virginia—6s, old	30	
7s, L. R. P. B. & N. O. RR.	8		Hannibal & St. Jo., 1860	110		New bonds, J. & J.	20		6s, new, 1860	30	
7s, Miss. O. & R. R.	8		New York—6s, gold, reg. '87	107		Chatham RR.	30		6s, consol. bonds	105	
7s, Arkansas Central RR.	8		6s, gold, coup., 1887	107		do class 1	5	6	6s, ex matured coupon	74 1/2	75 1/2
Connecticut—6s	107 1/2		6s, loan, 1883	104		do class 2	5	6	6s, consol., 2d series	32	
Georgia—6s	107		6s, do 1881	115		do class 3	5	6	6s, deferred	115	17 1/2
7s, new	114 1/2		6s, do 1882	115		Consol. 4s, 1812	80		D. of Columbia—3s, 1894	104	
7s, endorsed	67 1/2		6s, do 1883	118		Small	100		Registered	104	
7s, gold	115		North Carolina—6s, old, J. & J.	32 1/2		Ohio—6s, 1881	107		Funding 5s, 1890		
Louisiana—7s, consolidated	54 1/2	55 1/2	6s, old, A. & O.	32 1/2		do 1886			do registered		
Michigan—6s, 1888	115	110									
7s, 1880	115										

RAILROAD AND MISCELLANEOUS STOCKS AND BONDS.

Railroad Stocks			Bids			Asks			Miscellaneous List					
(Active previously quoted.)									(Brokers' Quotations.)					
Albany & Susquehanna			115	119				Bost. & A. & N. Y. 1st m.			105	106		
Atchafalaya Top. & Santa Fe			143					Chic. & Can. So.—1st m., 7s			60	70		
Boston & N. Y. Air L. pref.			143 1/2					Chic. & E. Ill.—S. F. & C. 1907			104 1/2	105 1/2		
Burl. Cedar Rapids & No.			143 1/2					Chic. & Southw.—7s, guar			120	125		
Cedar Falls & Minn.			143 1/2					Chic. & West. 1st m., 7s			120	125		
Central Iowa			117 1/2					Chic. & S. & W. 1st m., 7s			110	115		
do 1st pref.			35					Chic. & S. & W. 1st m., 7s			110	115		
do 2d pref.								Chic. & S. & W. 1st m., 7s			110	115		
Chicago & Alton, pref.			147					Chic. & S. & W. 1st m., 7s			110	115		
Chic. Ind. St. L. & Chic.			125					Chic. & S. & W. 1st m., 7s			110	115		
Clev. & Pittsburg, guar.			125					Chic. & S. & W. 1st m., 7s			110	115		
Dubuque & Sioux City			75					Chic. & S. & W. 1st m., 7s			110	115		
Frankfort & Kokomo								Chic. & S. & W. 1st m., 7s			110	115		
Harlem								Chic. & S. & W. 1st m., 7s			110	115		
Ind. Bloom. & Western			141 1/2					Chic. & S. & W. 1st m., 7s			110	115		
Intern'l & Gt. Northern			123 1/2					Chic. & S. & W. 1st m., 7s			110	115		
Keokuk & Des Moines			123 1/2					Chic. & S. & W. 1st m., 7s			110	115		
Long Island			34 1/2					Chic. & S. & W. 1st m., 7s			110	115		
Louisv. N. Alb. & Chicago			143					Chic. & S. & W. 1st m., 7s			110	115		
Memphis & Charleston			110 1/2	112				Chic. & S. & W. 1st m., 7s			110	115		
Metropolitan Elevated			110 1/2	121				Chic. & S. & W. 1st m., 7s			110	115		
N. Y. Elevated			117 1/2					Chic. & S. & W. 1st m., 7s			110	115		
N. Y. New Haven & Hartf.			117 1/2					Chic. & S. & W. 1st m., 7s			110	115		
N. Y. Ontario & West, pref.			125 1/2					Chic. & S. & W. 1st m., 7s			110	115		
Peoria Decatur & Evansv.			125 1/2					Chic. & S. & W. 1st m., 7s			110	115		
Pitts. Ft. W. & Chic, guar.			135 1/2					Chic. & S. & W. 1st m., 7s			110	115		
do do do								Chic. & S. & W. 1st m., 7s			110	115		
Pitts. Titusville & Buffalo			135 1/2					Chic. & S. & W. 1st m., 7s			110	115		
Rensselaer & Saratoga			127 1/2					Chic. & S. & W. 1st m., 7s			110	115		
Rome Watertown & Ogd.			77 1/2					Chic. & S. & W. 1st m., 7s			110	115		
St. Paul & Duluth			77 1/2					Chic. & S. & W. 1st m., 7s			110	115		
St. Paul & Duluth			77 1/2					Chic. & S. & W. 1st m., 7s			110	115		
St. Paul Minn. & Man.			77 1/2					Chic. & S. & W. 1st m., 7s			110	115		
Stonington			143					Chic. & S. & W. 1st m., 7s			110	115		
Terre Haute & Indianapolis			143					Chic. & S. & W. 1st m., 7s			110	115		
Texas & Pacific			118					Chic. & S. & W. 1st m., 7s			110	115		
United N. J. R. R. & Canal			118					Chic. & S. & W. 1st m., 7s			110	115		
Adams Express			118	119				Chic. & S. & W. 1st m., 7s			110	115		
American Express			63	65				Chic. & S. & W. 1st m., 7s			110	115		
United States Express			52	53 1/2				Chic. & S. & W. 1st m., 7s			110	115		
Wells, Fargo & Co.			112	113				Chic. & S. & W. 1st m., 7s			110	115		
American Coal			60 1/2	61 1/2				Chic. & S. & W. 1st m., 7s			110	115		
American Union Telegraph			120					Chic. & S. & W. 1st m., 7s			110	115		
Boston Land Company			53					Chic. & S. & W. 1st m., 7s			110	115		
Boston Water Power			53					Chic. & S. & W. 1st m., 7s			110	115		
Canton Co., Baltimore			123 1/2					Chic. & S. & W. 1st m., 7s			110	115		
Caribou Consol. Mining			123 1/2					Chic. & S. & W. 1st m., 7s			110	115		
Central Arizona Mining			123 1/2					Chic. & S. & W. 1st m., 7s			110	115		
Central N. J. Land			123 1/2					Chic. & S. & W. 1st m., 7s			110	115		
Climax Mining			123 1/2					Chic. & S. & W. 1st m., 7s			110	115		
Colorado Coal & Iron			123 1/2					Chic. & S. & W. 1st m., 7s			110	115		
Consolidation Coal of Md.			123 1/2					Chic. & S. & W. 1st m., 7s			110	115		
Cumberland Coal & Iron			123 1/2					Chic. & S. & W. 1st m., 7s			110	115		
Cumberl'd & Elk Lick Coal			123 1/2					Chic. & S. & W. 1st m., 7s			110	115		
Deadwood Mining			123 1/2					Chic. & S. & W. 1st m., 7s			110	115		
Excelsior Mining			123 1/2					Chic. & S. & W. 1st m., 7s			110	115		
Homestake Mining			123 1/2					Chic. & S. & W. 1st m., 7s			110	115		
La Plata Mining			123 1/2					Chic. & S. & W. 1st m., 7s			110	115		
Leadville Mining			123 1/2					Chic. & S. & W. 1st m., 7s			110	115		
Little Poudre Mining			123 1/2					Chic. & S. & W. 1st m., 7s			110	115		
Mariposa L. & Mining			123 1/2					Chic. & S. & W. 1st m., 7s			110	115		
do do do								Chic. & S. & W. 1st m., 7s			110	115		
Maryland Coal			20	23				Chic. & S. & W. 1st m., 7s			110	115		
Montauk Gas Coal			132					Chic. & S. & W. 1st m., 7s			110	115		
N. Y. & Stratfordville Coal			132					Chic. & S. & W. 1st m., 7s			110	115		
N. Y. & Texas Land, limited			132					Chic. & S. & W. 1st m., 7s			110	115		
Ontario Silver Mining			132					Chic. & S. & W. 1st m., 7s			110	115		
Oreton Railway & Nav. Co.			132					Chic. & S. & W. 1st m., 7s			110	115		
Pennsylvania Coal			132					Chic. & S. & W. 1st m., 7s			110	115		
Pullman Palace Car			132					Chic. & S. & W. 1st m., 7s			110	115		
Quicksilver			132					Chic. & S. & W. 1st m., 7s			110	115		
do do do								Chic. & S. & W. 1st m., 7s			110	115		
Silver Cliff Mining			132					Chic. & S. & W. 1st m., 7s			110	115		
Standard Coal			132					Chic. & S. & W. 1st m., 7s			110	115		
Stormont Silver Mining			132					Chic. & S. & W. 1st m., 7s			110	115		
Railroad Bonds								Chic. & S. & W. 1st m., 7s			110	115		
Stock Exchange Prices								Chic. & S. & W. 1st m., 7s			110	115		
Bait. & O.—1st 6s, Prk. b. 1919			45 1/2	45 1/2				Chic. & S. & W. 1st m., 7s			110	115		
Bost. H. & Erie—1st m.			45 1/2	45 1/2				Chic. & S. & W. 1st m., 7s			110	115		
2d m., guar.			45 1/2	45 1/2				Chic. & S. & W. 1st m., 7s			110	115		
Burl. Cedar Rapids & No.			143 1/2					Chic. & S. & W. 1st m., 7s			110	115		
Min. & St. L.—1st 7s, guar			110 1/2					Chic. & S. & W. 1st m., 7s			110	115		
Iowa City & West'n 1st 7s			110 1/2					Chic. & S. & W. 1st m., 7s			110	115		
Central Iowa, 1st m., 7s, 1899			110 1/2					Chic. & S. & W. 1st m., 7s			110	115		
Chesapeake & Ohio, 1st m., 7s			110 1/2					Chic. & S. & W. 1st m., 7s			110	115		
do do do, 2d m., 7s, 1899			110 1/2					Chic. & S. & W. 1st m., 7s			110	115		
do do do, 3d m., 7s, 1899			110 1/2					Chic. & S. & W. 1st m., 7s			110	115		
do do do, 4th m., 7s, 1899			110 1/2					Chic. & S. & W. 1st m., 7s			110	115		
do do do, 5th m., 7s, 1899			110 1/2					Chic. & S. & W. 1st m., 7s			110	115		
do do do, 6th m., 7s, 1899			110 1/2					Chic. & S. & W. 1st m., 7s			110	115		
do do do, 7th m., 7s, 1899			110 1/2					Chic. & S. & W. 1st m., 7s			110	115		
do do do, 8th m., 7s, 1899			110 1/2					Chic. & S. & W. 1st m., 7s			110	115		
do do do, 9th m., 7s, 1899			110 1/2					Chic. & S. & W. 1st m., 7s			110	115		
do do do, 10th m., 7s, 1899			110 1/2					Chic. & S. & W. 1st m., 7s			110	115		
do do do, 11th m., 7s, 1899			110 1/2					Chic. & S. & W. 1st m., 7s			110	115		
do do do, 12th m., 7s, 1899			110 1/2					Chic. & S. & W. 1st m., 7s			110	115		
do do do, 13th m., 7s, 1899			110 1/2					Chic. & S. & W. 1st m., 7s			110	115		
do do do, 14th m., 7s, 1899			110 1/2					Chic. & S. & W. 1st m., 7s			110	115		
do do do, 15th m., 7s, 1899			110 1/2					Chic. & S. & W. 1st m., 7s			110	115		
do do do, 16th m., 7s, 1899			110 1/2					Chic. & S. & W. 1st m., 7s			110	115		
do do do, 17th m., 7s, 1899			110 1/2					Chic. & S. & W. 1st m., 7s			110	115		
do do do, 18th m., 7s, 1899			110 1/2					Chic. & S. & W. 1st m., 7s			110	115		
do do do, 19th m., 7s, 1899			110 1/2					Chic. & S. & W. 1st m., 7s			110	115		
do do do, 20th m., 7s, 1899			110 1/2					Chic. & S. & W. 1st m., 7s			110	115		
do do do, 21st m., 7s, 1899			110 1/2					Chic. & S. & W. 1st m., 7s			110	115		
do do do, 22nd m., 7s, 1899			110 1/2					Chic. & S. & W. 1st m., 7s			110	115		
do do do, 23rd m., 7s, 1899			110 1/2					Chic. & S. & W. 1st m., 7s			110	115		
do do do, 24th m., 7s, 1899			110 1/2					Chic. & S. & W. 1st m., 7s			110	115		
do do do, 25th m., 7s, 1899			110 1/2					Chic. & S. & W. 1st m., 7s			110	115		
do do do, 26th m., 7s, 1899			110 1/2					Chic. & S. & W. 1st m., 7s			110	115		
do do do, 27th m., 7s, 1899			110 1/2					Chic. & S. & W. 1st m., 7s			110	115		
do do do, 28th m., 7s, 1899			110 1/2					Chic. & S. & W. 1st m., 7s			110	115		
do do do, 29th m., 7s, 1899			110 1/2					Chic. & S. & W. 1st m., 7s			110	115		
do do do, 30th m., 7s, 1899			110 1/2					Chic. & S. & W. 1st m., 7s			110	115		
do do do, 31st m., 7s, 1899			110 1/2					Chic. & S. & W. 1st m., 7s			110	115		
do do do, 32nd m., 7s, 1899			110 1/2					Chic. & S. & W. 1st m., 7s			110	115		
do do do, 33rd m., 7s, 1899			110 1/2					Chic. & S. & W. 1st m., 7s			110	115		
do do do, 34th m., 7s, 1899			110 1/2					Chic. & S. & W. 1st m., 7s			110	115		
do do do, 35th m., 7s, 1899			110 1/2					Chic. & S. & W. 1st m., 7s			110	115		
do do do, 36th m., 7s, 1899			110 1/2					Chic. & S. & W. 1st m., 7s			110	115		
do do do, 37th m., 7s, 1899			110 1/2					Chic. & S. & W. 1st m., 7s			110	115		
do do do, 38th m., 7s, 1899			110 1/2					Chic. & S. & W. 1st m., 7s			110	115		
do do do, 39th m., 7s, 1899			110 1/2					Chic. & S. & W. 1st m., 7s			110	115		
do do do, 40th m., 7s, 1899			110 1/2					Chic. & S. & W. 1st m., 7s			110	115		
do do do, 41st m., 7s, 1899			110 1/2					Chic. & S. & W. 1st m., 7s			110	115		
do do do, 42nd m., 7s, 1899			110 1/2					Chic. & S. & W. 1st m., 7s			110	115		
do do do, 43rd m., 7s, 1899			110 1/2					Chic. & S. & W. 1st m., 7s			110	115		
do do do, 44th m., 7s, 1899			110 1/2					Chic. & S. & W. 1st m., 7s			110	115		
do do do, 45th m., 7s, 1899			110 1/2					Chic. & S. & W. 1st m., 7s			110	115		
do do do, 46th m., 7s, 1899			110 1/2					Chic. & S. & W. 1st m., 7s			110	115		
do do do, 47th m., 7s, 1899			110 1/2					Chic. & S. & W. 1st m., 7s			110	115		
do do do, 48th m., 7s, 1899			110 1/2					Chic. & S. & W. 1st m., 7s			110	115		
do do do, 49th m., 7s, 1899			110 1/2					Chic. & S. & W. 1st m., 7s			110	115		
do do do, 50th m., 7s, 1899			110 1/2					Chic. & S. & W. 1st m., 7s			110	115		
do do do, 51st m., 7s, 1899			110 1/2					Chic. & S. & W. 1st m., 7s			110	115		
do do do, 52nd m., 7s, 1899			110 1/2					Chic. & S. & W. 1st m., 7s			110	115		
do do do, 53rd m., 7														

NEW YORK LOCAL SECURITIES.

Bank Stock List.

COMPANIES.	CAPITAL.	Surplus at latest dates.	DIVIDENDS.	PRICE.
Mark's thus (P) are not Nat's.	\$ Amount	\$ Period	1878. 1879. Last Paid.	Bid. Ask.
America.....	100 3,000,000	1,570,700 J. & J.	8 7½ July, '80	3½ 140
Am Exchange	100 5,000,000	1,524,400 M. & N.	6 6 Nov, '80	3½ 180
Sowery	250 250,000	199,500 J. & J.	11 10 July, '80	5 158
Broadway	25 1,000,000	1,352,500 I. & J.	16 16 July, '80	8 140
Butchers & Dr.	25 300,000	95,000 J. & J.	6 6 July, '80	3½ 180
Chase	100 300,000	389,000 J. & J.	7 3 Sept, '80	3 132
Chatham	25 450,000	194,900 J. & J.	6 6 July, '80	3 130
Chemical	100 300,000	3,427,800 H. M'ly	100 400 Nov, '80	15 174
Cities	25 300,000	1,744,000 J. & J.	10 6 July, '80	4 174
City	100 1,000,000	1,575,600 J. & J.	10 10 Nov, '80	5 5
Commerce	100 500,000	2,838,900 I. & J.	8 8 July, '80	4 140
Continental	100 1,000,000	231,100 J. & J.	10 10 July, '80	4 140
East River	25 250,000	65,600 J. & J.	3½ 7 July, '80	3½ 98
Elth Ward	25 100,000	14,700 I. & J.	6 6 July, '80	3 140
Fifth	100 150,000	45,150 J. & J.	6 6 July, '80	3 140
First Avenue	100 1,000,000	228,300 J. & J.	12 12 Oct, '80	5 5
First	100 500,000	2,222,300 T. & J.	12 12 Oct, '80	5 5
Fourth	100 3,200,000	1,011,800 I. & J.	6 6 Nov, '80	3½ 175
Fulton	50 600,000	357,200 M. & N.	10 7 Nov, '80	4 130
Gallatin	50 1,000,000	738,700 J. & J.	7 7½ Oct, '80	4 110
German Am.	7 750,000	77,600 F. & A.	2½ 2½ Oct, '80	2½ 85
German Exch.	100 200,000	72,900 May.	5 5 May, '80	5 110
Germania	100 300,000	76,030 J. & J.	3 3 Nov, '80	3 110
Greenwich	25 200,000	92,300 M. & N.	6 6 Nov, '80	3 110
Hanover	100 1,000,000	270,374 I. & J.	7 7 July, '80	3 120
Imp. & Traders	100 1,500,000	1,946,800 J. & J.	14 14 July, '80	7 110
Irving	50 500,000	142,900 I. & J.	3 8 July, '80	3 110
Manhattan	50 100,000	1,400 J. & J.	3 8 July, '80	3 110
Marine	100 600,000	449,500 J. & J.	11 8 July, '80	5 110
Marine	50 2,050,000	1,024,130 F. & A.	8 7 Aug, '80	3½ 140
Marine	100 400,000	154,400 J. & J.	8 8 July, '80	3½ 140
Mechanics	25 200,000	92,800 J. & J.	7 7½ July, '80	3 140
Mech. Assoc'n	50 500,000	83,700 M. & N.	2 4 Nov, '80	3 79
Mech. Ice & Tr.	25 500,000	42,500 J. & J.	3 3 July, '80	3½ 100
Merchants	25 200,000	200,000 M. & N.	6 3 July, '80	4 101
Merchants	50 2,000,000	769,300 J. & J.	8½ 7 July, '80	5 131
Merchants' Ex.	50 1,000,000	177,200 J. & J.	5½ 5 July, '80	3 130
Metropolis	100 300,000	62,300 J. & J.	10 10 July, '80	3 140
Metcalf	100 3,000,000	1,078,500 J. & J.	9 9 July, '80	4 154
Murray Hill	100 100,000	76,900 J. & J.	12 12 July, '80	3 140
Nassau	100 1,000,000	73,700 M. & N.	5 5 Nov, '80	3 100
New York	100 2,000,000	747,700 J. & J.	7 8 Aug, '80	4 105
N. Y. Exch.	50 200,000	40,000 J. & J.	5 5 July, '80	4 100
N. Y. N. Exch.	100 300,000	84,200 F. & A.	8 7½ Aug, '80	3½ 100
Ninth	100 750,000	169,400 J. & J.	5 5 July, '80	3½ 100
North America	70 200,000	138,000 J. & J.	8 8 July, '80	4 90
North River	70 240,000	66,300 J. & J.	7 7 July, '80	3½ 90
Oriental	25 300,000	175,700 J. & J.	10 8 July, '80	4 100
Pacific	50 422,700	226,506 Q. F. & H.	10 10 Nov, '80	2½ 140
Pacific	100 2,000,000	68,300 J. & J.	8 8 July, '80	3½ 140
People	25 1,125,000	122,000 J. & J.	8 7 July, '80	3½ 100
Phenix	25 1,000,000	206,000 J. & J.	6 3 July, '80	3 100
Produce	50 125,000	6 6 July, '80	74 3½ 100	
Real Estate	100 1,500,000	699,200 F. & A.	6 6 July, '80	3½ 140
St. Nicholas	100 1,000,000	139,300 J. & J.	3 3 July, '80	3 140
Seventh Ward	100 300,000	53,600 J. & J.	8 8 July, '80	3

³ The figures in this column are of date Oct. 1, 1889, for the National banks and of date September 18, 1889, for the State banks.

Gas and City Railroad Stocks and Bonds.

[Gas Quotations by George H. Prentiss, Broker, 19 Broad Street.]

Gas Companies.	Par.	Amount.	Period.	Date.	Star.	Bid.	Ask.
Brooklyn Gas Light Co.	25	2,000,000	Var.	5	Nov., '80	108	111
Citizens' Gas Co (Bklyn)	25	1,000,000	A. & O.	24	Aug., '80	100	102
Bonds	1,000	315,000	A. & O.	3	Feb., '78	100	105
Harlem.	50	1,850,000	A. & O.	3	Feb., '78	67 1/2	70
Jersey City & Hoboken.	20	750,000	J. & J.	7 1/4	July, '80	150	160
Metropolitan	100	4,000,000	M. & S.	31	Aug., '80	17 1/2	18
do	100	4,000,000	M. & S.	5	Aug., '80	130	135
do certificates	V r	1,000,000	M. & S.	34	Aug., '80	100	104
Mutual, N. Y.	100	1,000,000	Quar.	14	Oct., '80	62	71
do	1,000	1,000,000	Var.	24	Feb., '80	80	82
do bonds	1,000	2,000,000	Var.	24	Feb., '80	44	52 1/2
Nassau, Brooklyn	25	2,000,000	Var.	24	Feb., '80	44	52 1/2
do scrip.	Va	700,000	M. & N.	34	Nov., '80	15	100
New York	100	4,000,000	M. & N.	4	Nv., '80	87	100
People's (Brooklyn).	10	1,000,000	M. & N.	4	Nov., '78	30	35
Bonds	1,000	777,000	M. & N.	34	1897	88	102
Var.	125,000	M. & N.	6	1900	75	85	
Central of New York	50	498,000	F. & A.	3	Ju., '80	55	60
Williamsburg	100	1,000,000	A. & O.	3	July, '80	55	60
do bonds	1,000	1,000,000	A. & O.	3	1900	101	104
Metropolitan, Brooklyn	100	1,000,000	M. & N.	23	July, '80	61	65
Municipal	100	3,000,000	M. & S.	5	Sept., '80	152	160
do bonds	1,000	1,750,000	M. & N.	3	1900	100	110
Fulton Municipal	100	1,500,000	M. & N.	3	1900	65	71

[Quotations by H. L. GRANT, Broker, 145 Broadway.]

Bleeker St. & Fall. Ferry—Stk	100	900,000	J. & J.	7	Jul.	'90	15	22
1st mortgage	1,000	964,000	J. & J.	7	Jul.	'90	96	162
Broadway & Seventh Av.—Stk	100	2,100,000	Q—J.	23	Oct.	'90	115	122
1st mortgage	1,000	1,500,000	J. & D.	7	July.	'84	103	105
Brooklyn City—Stock	100	2,000,000	M. & N.	34	Nov.	'82	102	170
1st mortgage	1,000	2,000,000	M. & N.	34	Nov.	'82	102	170
Broadway (Brooklyn)—Stock	100	200,000	Q—J.	3	Oct.	'80	140	150
Brooklyn & Hunter's Pt.—Stk	100	400,000	A. & O.	2	Oct.	'80	95	100
1st mortgage bonds	1,000	300,000	J. & J.	7	Nov.	'80	94	105
Brooklyn & Manhattan—Stock	100	1,000,000	J. & J.	24	Nov.	'80	94	105
Central Pk. N. & E. Riv.—Stock	100	1,800,000	Q—J.	2	Oct.	'90	108	111
Consolidated mort. bonds	1,000	1,200,000	J. & D.	7	Dec.	1902	110	113
Christopher & Tenth St.—Stock	100	875,000	F. & A.	24	Aug.	'80	78	100
1st mortgage	1,000	875,000	F. & A.	24	Aug.	'80	78	100
Dry Dock E. & Battery—Stock	1,000	1,200,000	Q—F.	3	Nov.	'80	163	175
1st mortgage, consolidated	500 & c	900,000	J. & D.	7	June.	'93	110	115
Eight Avenue—Stock	100	1,000,000	J. & J.	7	Jan.	'84	100	110
1st mortgage	1,000	1,000,000	J. & J.	7	Jan.	'84	100	110
42d St. & Grand St. Ferry—Stk	100	748,000	A. & O.	6	Nov.	'80	170	185
1st mortgage	1,000	236,000	M. & N.	7	Apr.	'93	110	115
Central Cross Town—Stock	100	600,000	M. & N.	7	Nov.	1901	108	110
1st mortgage	1,000	250,000	M. & N.	7	Nov.	1901	108	110
Houset. West St. & Pav. F'y—Stk	100	250,000	J. & J.	7	July.	'84	102	106
1st mortgage	500	500,000	J. & J.	24	July.	'80	90	102
Second Avenue—Stock	100	1,190,500	J. & J.	24	July.	'80	90	102
1st mortgage	1,000	1,150,000	M. & N.	7	Oct.	'80	105	108
Consol. convertible	1,000	1,050,000	M. & N.	7	Oct.	'80	105	106
Extension	000 & c	200,000	M. & N.	7	Sept.	'83	101	106
Sixth Avenue—Stock	100	750,000	M. & N.	10	Oct.	'80	110	115
1st mortgage	1,000	500,000	Q—F.	3	Nov.	'80	110	115
Third Avenue—Stock	100	2,000,000	Q—F.	5	Nov.	'80	170	175
1st mortgage	1,000	2,000,000	J. & J.	7	July.	'90	105	107
Twenty-third Street—Stock	100	800,000	F. & A.	7	Aug.	'80	120	130
1st mortgage	1,000	800,000	F. & A.	7	Aug.	'80	120	130

This column shows last dividend on stocks, but the date of maturity of bonds

Insurance Stock List.

[Quotations by E. S. BAILLY, Broker, 7 Pine Street.]

COMPANIES.	CAPITAL.		Net Surplus, Jul 1880.*	DIVIDENDS.				PRINC. Bld. Ass.		
	Par.	Amount		1877	1878.	1879.	Last Paid.			
American.....	50	400,000	500,510	15	14	10½	July, '83.	4	130	
American Exch	100	300,000	70,593	10	10	10	July, '80.	8	104	
Bowery.....	25	300,000	421,249	20	20	20	July, '80.	8	193	
Broadway.....	25	200,000	30,349	20	20	18	Aug., '80.	8	209	
Brooklyn.....	17	153,000	218,172	20	20	20	July, '80.	10	200	
City.....	70	215,000	487,000	20	20	20	July, '80.	10	180	
City.....	70	215,000	103,727	17½	10	12	Aug., '80.	5	120	
Clinton.....	100	250,000	171,725	18	12	11	July, '80.	5	140	
Columbia.....	30	300,000	2,980	5	N'm	10	July, '77.	5	83	
Commerce.....	100	300,000	183,000	18	10	7	July, '80.	5	100	
Continental.....	100	1,000,000	150,661	12	15	10	1885	July, '80.	6	102
Eagle.....	40	300,000	506,418	20	20	15	Oct., '80.	7½	210	
Empire City.....	100	200,000	72,470	14	10	10	Aug., '80.	24	66	
Exchange.....	50	300,010	61,400	10	10	10	Aug., '80.	10	105	
Faraway.....	17	200,000	137,325	15	15	15	July, '80.	7½	123	
Firemen's.....	50	204,000	70,602	12	10	8¾	July, '80.	3¾	97	
Firemen's Tr.	10	150,000	74,427	12	11	11	July, '80.	5	105	
Franklin & Emp	100	300,000	143,739	11	11	10	July, '80.	5	105	
German-Amer.	100	1,000,000	925,350	10	10	10	July, '80.	5	115	
Germania.....	50	1,000,000	907,388	30	22	14	July, '80.	5	147	
Globe.....	50	200,000	124,467	20	10	10	July, '80.	5	110	
Greenwich.....	25	300,000	350,187	40	30	30	July, '80.	7½	250	
Guardian.....	100	200,000	25,583	10	10	10	July, '80.	5	110	
Hamilton.....	15	150,000	132,682	20	17½	12½	July, '80.	5	130	
Hanover.....	50	500,000	730,285	10	10	20	July, '80.	5	145	
Hornman.....	50	200,000	43,714	10	10	10	July, '80.	5	80	
Home.....	100	3,000,000	1,386,800	10	10	10	July, '80.	5	140	
Hotel.....	25	150,000	2,244	10	10	3¾	Jan., '79.	3¾	60	
Howard.....	50	500,000	150,228	12	10	5	July, '80.	5	112	
Importers & T.	100	200,000	74,415	12	10	10	July, '80.	5	85	
Irving.....	100	200,000	11,411	10	10	10	July, '80.	5	100	
Leather.....	25	200,000	292,229	10	10	10	Mar., '80.	5	150	
Leather.....	25	200,000	292,229	10	10	10	Mar., '80.	5	150	
Kings C. (Bkn)	20	150,000	167,195	10	20	20	July, '80.	10	100	
Knickerbocker	40	280,000	7,817	10	5	5	Jan., '79.	5	112	
Lafayette (Bkn)	50	150,000	115,730	20	16	14	July, '80.	5	105	
Lamar.....	25	150,000	67,097	10	10	10	July, '80.	5	97	
Lawson.....	25	150,000	12,480	10	10	10	July, '80.	4	75	
Long's, Bkn.	50	300,000	243,251	20	16	18	July, '80.	5	112	
Lorillard.....	25	300,000	30,208	10	10	5	July, '76.	4	79	
Manuf. & Build.	100	250,000	108,583	10	10	10	July, '80.	5	123	
Manhattan.....	100	250,000	140,812	10	10	10	July, '81.	5	103	
Mech. & Trad'r	25	200,000	21,480	30	20	30	July, '80.	6	150	
Mech'ics (Bkn)	50	150,000	166,213	20	20	20	July, '80.	7	150	
Mercantile.....	50	200,000	39,100	10	10	10	July, '80.	5	86	
Merchant.....	25	200,000	174,024	10	16	13	July, '80.	5	120	
Montauk (Bkn)	50	200,000	19,050	18	12	10	July, '80.	5	113	
Nassau (Bklyn)	50	200,000	194,050	20	20	20	July, '80.	7	155	
N. Y. Equitable	374½	200,000	14,025	14	10	10	July, '80.	5	110	
N. Y. Fire & Marine	100	200,000	318,877	20	20	15	July, '80.	5	150	
N. Y. Fire & Marine	100	200,000	120,027	17	14	12	Aug., '80.	5	105	
N. Y. & Boston	100	200,000	11,882	N'm	5	5	July, '80.	5	60	
New York City	100	300,000	10,800	10	12	12	July, '80.	3½	158	
Niagara.....	50	570,000	570,000	12	11	12	July, '80.	5	158	
N. Y. Ed. Bldg.	25	350,000	12,843	11	8	8	Oct., '80.	4	110	
Pacific.....	25	200,000	409,080	10	30	20	July, '80.	10	220	
Park.....	100	200,000	95,537	30	12	12	July, '80.	8	118	
Peter Cooper.	20	150,000	201,000	10	10	10	July, '80.	5	118	
Police's.....	50	200,000	98,148	18	12	12	July, '80.	5	115	
Phoenix.....	50	1,000,000	452,373	20	15	10	July, '80.	5	140	
Relief.....	50	200,000	34,690	10	10	10	July, '80.	5	80	
Republic.....	100	300,000	23,118	10	10	10	July, '80.	5	85	
Reynolds's.....	100	200,000	198,940	20	20	20	July, '80.	5	135	
St. Nicholas	25	200,000	-6,010	10	9	10	Fe., '80.	5	50	
Standard.....	50	200,000	170,371	12	9	9	July, '80.	5	123	
Star.....	100	200,000	135,014	17½	12½	12	July, '80.	5	113	
Stuyvesant.....	100	300,000	13,350	10	10	10	July, '80.	5	75	
Sterling.....	25	200,000	144,382	16	14	10	July, '80.	5	113	
Trademen's.....	25	300,000	91,895	20	10	10	July, '80.	5	115	
United States.....	25	250,000	92,374	12	11	11	Aug., '80.	5	120	
Westchester.....	10	300,000	222,010	20	20	20	July, '80.	5	116	
Windsor.....	100	200,000	421,314	20	20	20	July, '80.	10	200	

* Over all liabilities, including re-insurance, capital and scrip.
† Surplus includes scrip. Minus sign (—) indicates impairment.

City Securities.

[Quotations by DANIEL A. MORAN, Broker, 27 Pine Street.]

	INTEREST.		Bonds due.	PRIC.		
	Rate.	Months Payable.		Bid.	Ask.	
<i>New York:</i>						
Water stock.....	1841-63.	5	Feb. May Aug & Nov	1880	100	107
Croton water stock.....	1841-63.	5	do do	1840	100	107
do do	1852-60.	6	do do	1883-1890	104	109
Croton Aqueduct stock.....	1855	6	do do	1884-1911	106	110
do pipes and mains.....	7	7	May & November.	1884-1900	118	125
do reservoir bonds.....	7	7	Feb., May, Aug. & Nov.	1871-1911	118	125
Central Park bonds.....	1853-57.	6	do do	1864	108	109
do do	1853-65.	6	do do	1865	115	116
Dock bonds.....	1870.	7	May & November.	1901	125	128
do	1870-75.	6	do do	1885	115	116
Market stock.....	1855-65.	7	May & November.	1884-1897	127	128
Improvement stock.....	1869	6	do do	1890	107	108
do do	1875	7	do do	1890	115	116
Consolidated bonds.....	var.	6 g.	do do	1901	122	123
Street imp. stock.....	var.	6	do do	1888	107	108
do do	var.	7	do do	1892	105	106
New Consolidated.....	6 g.	7	January & July.	1882	115	116
Westchester County.....	5	5	do do	1884	122	123
Consolidated.....	5	5	Quarterly.	1929	107	108
Assets met.....	5	5	May & November.	1884	102	103

[Quotations by N. T. BEERS, Jr., Broker, 1 New St.]

Brooklyn—LOCAL ISSUES		January & July,		1880-1893		1894		1908	
City bonds.....	7	do	do	1868-1891	107	128			
Park bonds.....	7	do	do	1915-1924	136	138			
Water loan bonds.....	7	do	do	1900-1924	136	138			
Bridge bonds.....	7	do	do	1904-1918	39	136			
Water loan.....	6	do	do	1888-1902	109	136			
City bonds.....	7	do	do	1881-1890	102	115			
Kings Co. bonds.....	6	do	do	1880-1883	105	115			
do.....	7	do	do	1881-1885	114	115			
Park bonds.....	6	do	do	1924	119	121			
Bridge.....	6	do	do	1907-1910	118	119			

[Quotations by C. ZABRISKIE, 45 Montgomery St., Jersey City.]

<i>Jersey City—</i>					
Water loan long..	6	January & July.	1905	62	103
do	7	January & July.	1899-1902	10	111
Improvement bonds.....	7	J. & J. and J & D.	1897-94	75	136
bergen bonds.....	7	January and July.	1900	34	145

Investments

AND

STATE, CITY AND CORPORATION FINANCES.

The INVESTORS' SUPPLEMENT contains a complete exhibit of the Funded Debt of States and Cities and of the Stocks and Bonds of Railroads and other Companies. It is published on the last Saturday of every other month—viz., February, April, June, August, October and December, and is furnished without extra charge to all regular subscribers of the CHRONICLE. Single copies are sold at \$2 per copy.

ANNUAL REPORTS.

New York Lake Erie & Western.

(For the year ending September 30, 1880.)

The report of this company for the late fiscal year has just been issued in pamphlet form. A review of the company's operations, based on the brief statistics issued in advance of the report, was published in the CHRONICLE of December 4, on pages 573 and 587, but the figures presented below in much detail give a more comprehensive view of the workings of this great corporation. President Jewett devotes several pages of his report to an argument on the question of the company's obligation to declare dividends on the preferred stock when earned in any fiscal year. He arrives at the conclusion that there is no obligation to declare such dividends, and that the only preference of this stock is the right to have 6 per cent in any year before dividends are declared on the common stock.

The lease of the Lockport & Buffalo Railroad, from Lockport to Tonawanda, was made in the year, and the Buffalo Southwestern Railroad, from Buffalo to Jamestown, 68 miles, was leased and worked the last two months—August and September. There were at the end of the year 438 miles of road with three rails, of which 404 miles are double track and 34 miles single track; 260½ miles of road broad gauge only, and 311 miles of road standard gauge only. Total length of road, including branches and leased roads, 1,009½ miles.

The following are statistics of traffic and earnings for four years past:

	ROAD AND EQUIPMENT.			
	1876-7.	1877-8.	1878-9.	1879-80.
Miles owned.....	526	526	529	529
Miles l'd & contr'd..	431	402	399	450
Total operated.....	957	928	928	1,009
OPERATIONS AND FISCAL RESULTS.				
Operations—	1876-7.	1877-8.	1878-9.	1879-80.
Passengers carried..	4,887,238	4,896,327	4,894,527	5,491,431
Passenger mileage..	170,888,380	140,326,749	149,115,718	180,460,204
Rate p. pass. p. mile		2.189 cts.	2.091 cts.	2.041 cts.
Freight (tns) moved	6,182,451	6,150,468	8,212,641	8,715,892
Freight (tns) mileage.	111,458,620	122,476,438	150,922,241	172,112,095
Av. rate p. t'n p. mile		0.973 cts.	0.780 cts.	0.836 cts.
Earnings—				
Passenger.....	\$ 3,220,090	\$ 3,070,121	\$ 3,118,944	\$ 3,682,951
Freight.....	10,647,807	11,914,450	12,233,481	14,391,115
Mail, expr's, rents, &c.	840,993	660,377	589,598	619,042
Total gross earnings	14,708,890	15,644,978	15,942,023	18,693,108
Operating expenses—				
Maintenance of way	2,295,529	2,064,992	2,153,931	1,938,715
Maintenance of equip'mt	1,981,059	3,788,516	3,998,298	4,152,277
Transportation expenses	5,616,843	4,364,379	4,623,843	5,109,980
Miscellaneous.....	1,606,409	417,976	393,607	442,953
Total.....	10,899,840	10,635,863	11,174,697	11,643,925
Net earnings.....	3,809,050	5,009,115	4,767,324	7,049,183
P. c. op. exp. to earn's	74.10	67.93	70.09	62.29

The report says, of the old Erie stock and the assessments, that there are still outstanding 9,162 shares of common and 3,801¾ shares of preferred stock of the Erie Railway Company, the holders of which have failed to pay the assessment provided for in the plan of reorganization.

Two suits are now pending against this company which have been instituted by the holders of some of this outstanding stock, to compel the company to issue its stock therefore in exchange, notwithstanding the failure of such holders to comply with the plan of reorganization within the time therein prescribed. The board have no means of forming any opinion as to what the result of such suits may be.

ASSESSMENT FUND.

The assessments paid upon the stock of the Erie Railway Company, as finally reported by the reconstruction trustees, have been as follows, viz.:

Preferred stock, at \$3.00 per share—23,372¼ shares.....	\$70,116
Common stock, at \$6.00 per share—72,982 shares.....	437,892
Preferred stock, at \$2.00 per share—58,195 shares.....	116,390
Common stock, at \$4.00 per share—697,856 shares.....	2,791,424
	\$3,415,822
To which add for interest on assessments, interest and profits on investments, sterling exchange, etc., up to September 30, 1880.....	377,503
Total.....	\$3,793,326
Of this sum we had received up to Sept. 30, 1880, \$3,096,413, of which we had applied to improvements.....	\$3,092,079
And there has been disbursed by the trustees for expenses in London and New York, taxes, services, judgments, and otherwise conducting the reorganization plan, the sum of..	570,002
Leaving a balance in hands of our Treasurer Sept. 30, 1880..	4,333
And balance in hands of trustees at same date.....	126,910
Total.....	\$3,793,326

The amount paid from the assessment fund in the year ending September 30, 1880, for improvements to the property, was \$328,860.

The total amount of the assessment fund expended on improvements to September 30, 1880, has been \$3,092,079, as follows:

Third rail.....	\$1,207,429
For equipment, consisting of—	
Two car floats.....	\$25,880
Thirty-eight locomotives.....	313,500
Second track.....	1,034,297
Improvements at Buffalo, consisting of engine-house, machine shops and freight-house.....	141,504
Grain elevator at Buffalo.....	203,973
Engine-house at Bergen.....	38,556
Ship basin and docks, Jersey City.....	98,938
Miscellaneous.....	29,999

Total.....\$3,092,079

COMPARATIVE STATEMENT OF PROFIT AND LOSS FOR FISCAL YEARS ENDING SEPTEMBER 30, 1879 AND 1880.

	Credits.	
	1879.	1880.
Earnings—Main line and branches.....	\$15,942,022	\$18,693,108
Working expenses.....	11,174,698	11,643,925
Net earnings.....	\$4,767,323	\$7,049,183
Pavonia ferries—earnings.....	237,357	265,651
Pavonia Horse Railroad—earnings.....	20,745	23,769
N. Y. Lake E. & W. bag'ge expr's—earn'g's.....	57,730	70,051
Weehawken docks—earnings.....	73,944	51,559
Grand Op. House and 23d St. prop's—rents.....	2,570	34,226
Unclaimed baggage and freight—receipts.....	2,488	1,958
Brooklyn Annex—earnings.....	2,488	18,367
N. Y. L. E. & W. Elevator, Buffalo—earn'g's.....	12,165	78,453
Blake's Docks, Buffalo—earnings.....	2,254	2,096
Interest on securities.....	58	237,417
Sterling exchange.....	3,906	407
Gold premium.....		
Adjustment of interest on funded debt prior to October 1, 1878.....		
Total Credits.....	\$5,180,636	\$7,833,140
	Debits.	
	1879.	1880.
Pavonia ferries—expenses.....	\$314,757	\$216,318
Pavonia Horse Railroad—expenses.....	20,892	21,118
Pavonia Horse Railroad—interest on bonds.....	10,237	10,237
N. Y. Lake E. & W. bag'ge expr's—expenses.....	54,780	61,455
Weehawken docks—expenses.....	19,724	9,217
Grand Op. House & 23d St. prop's—expns.....	23,987	25,987
Unclaimed baggage and freight—expenses.....	3,798	4,794
Brooklyn Annex—expenses.....	23,251	38,274
N. Y. Lake E. & W. Elevator, Buff.—expns.....	58,343	4,790
Blake's Docks, Buffalo—expenses.....	7,647	4,790
Interest on funded debt.....	2,047,712	3,963,872
Long Dock Company bonds—interest.....	210,000	210,000
Weehawken Docks—interest.....	64,453	64,453
Guaranteed interest.....	133,000	131,928
Interest on loans.....	47,978	29,015
Interest on mortgages, etc.....	14,418	22,797
Interest on equipment.....	65,892	148,284
Rentals of leased lines.....	658,445	662,952
Susp'n Bridge & Erie Junct'n RR.—rent.....	40,914	25,704
Paterson & Newark RR.—rent.....	15,589	11,327
Expenses for countersigning bonds.....	17,799	18,816
London office expenses.....	3,458	12,641
Commissions, &c., for extend'g 2d M. bonds.....	109,524	550
Commissions, &c., for extend'g 4th M. bonds.....		146,850
State of New York—taxes.....	6,104	6,379
State of Pennsylvania—taxes.....	6,104	19,576
State of New Jersey—taxes.....		39,913
Brook'n annex—expenses prior to Oct. 1, 1878.....	3,319	
Interest on equipment prior to Oct. 1, 1878.....		78,919
Claims prior to Oct. 1, 1879.....		
Total debits.....	\$3,888,664	\$6,012,519
Surplus.....	\$1,291,971	\$1,790,620

CONDENSED BALANCE SHEET, SEPT. 30, 1879, AND SEPT. 30, 1880.

	1879.	1880.
Construction—Main Line.....	\$548,381	\$1,308,472
Third rail—general account.....	228,344	263,496
Equipment.....	70,479	350,986
Real estate.....	124,926	148,472
Expended out of the special fund for—		
Third rail.....	1,207,429	1,207,429
Second track.....	491,860	1,034,297
Improvements at Buffalo.....	67,071	141,504
Engine-house at Bergen.....	39,350	38,556
Ship basin and docks, Jersey City.....	98,938	98,938
Elevator at Buffalo.....	203,973	203,973
Miscellaneous.....	29,999	29,999
Construction—branch lines.....	86,070	158,611
Elevator at Buffalo—general account.....	37,425	7,394
Ship basin and docks, Jersey City—general account.....	82,602	110,822
Lehigh docks, Buffalo.....		92,851
Weehawken docks, construction.....	848	3,278
Buffalo & Southwestern RR. improvement account.....		36,302
Amounts paid on account of equipment.....	160,645	781,655
Stocks of other companies.....	174,202	140,200
Bonds of other companies.....	226,024	273,819
Amounts due by agents, other companies and individuals, on current accounts.....	1,841,986	2,729,148
Materials and supplies on hand at shops and on road.....	875,731	1,123,542
Cash on hand.....	155,196	180,580
Cash in London to pay coupons.....	10,401	50,568
Bills receivable.....	7,500	10,543
The estate of the Erie Railway Company.....	95,737,122	151,681,284
	\$102,631,098	\$162,550,111
Net increase in 1879-80.....		\$59,919,012
	1879.	1880.
Common stock issued at this date.....	\$24,997,100	\$75,879,300
Preferred stock issued at this date.....	2,151,700	7,367,700
Funded debt as per INVESTORS' SUPPLEMENT.....	66,678,501	67,173,744
Loans payable.....	300,000	200,000
Bills payable.....	182,763	67,500
Interest on funded debt (due and accrued).....	588,985	1,213,648
Rentals of leased lines, etc.....	433,399	355,876
Amounts due to other companies and individuals on current accounts, consisting of—		
Pay-rolls for Sept., payable in October.....	616,279	671,543

	1879.	1880.
Audited vouchers for supplies, etc., including September vouchers.....	\$1,534,697	\$1,542,143
Traffic balances, etc.....	631,186	832,134
Sundries.....	31,868	50,061
Special fund received from trustees for improvement of the property.....	2,364,118	
Assessments on the common stock of the Erie Railway Company (\$1 per share).....		2,791,424
Assessments on the preferred stock of the Erie Railway Company (\$2 per share).....		116,390
Interest on assessments received on stock of the Erie Railway Company, and interest and profits on investments, sterling exchange, etc.....		377,503
Profit and loss.....	2,120,517	3,911,138
	\$102,631,098	\$162,550,111
		102,631,098

Net increase in 1879-80..... \$59,919,012

New York Providence & Boston.

(For the year ending September 30, 1880.)

Mr. S. D. Babcock, the President, says in his report:

"The increase in gross receipts over the previous year is \$69,446, and of expenses \$39,007; the net earnings being increased \$30,439, or about 10 per cent. Deducting in both years the revenue derived from dividends of the Providence & Stonington Steamship Company, the increase in net earnings would be \$50,562, or about 21 per cent, although there has been no diminution in the fierce competition, and, with trifling exceptions, the 'rates,' both for passengers and freight, have been as low as ever. The loss of the Narragansett, of the Stonington Line, in June last, not only prevented the Steamship Company from paying its usual dividend in July, but caused a virtual suspension of the through passenger business via Stonington for nearly a month, and when it was resumed by the substitution of a much inferior boat, the falling off in travel caused thereby involved a large loss of revenue, which it is impossible to compute. * * *

"The extensions of the Pawtuxet Valley Road to Pontiac and the Pontiac Branch Road, both of which were alluded to in the last report, were completed and opened for traffic on the first of January last, and have since been operated by this company. The business of the line between Providence and Hope has been fairly remunerative, and a lease of the above roads for a number of years will probably be taken. * * *

"The Rhode Island Central Railroad, better known as the Warwick and Oakland Beach Railroad, having been sold under foreclosure, was offered to us at a price but little greater than the value of the rails, and it was deemed judicious to purchase it, which was done in June last, and on the first of July it was opened for traffic. The travel during the summer was larger than was anticipated and will doubtless constantly increase. It is believed that it will prove a valuable feeder to the main line, and your authorization of the purchase will now be asked, and that it be regularly recorded as the property of this company."

The annual report also supplies the following figures, showing the comparative statistics of the past two years:

	1879.	1880.	Increase.
Receipts.....	\$784,625	\$854,072	\$69,446
Expenses.....	465,969	504,976	39,007
Net earnings.....	\$318,656	\$349,096	\$30,439

The number of passengers carried in the years:

	1879.	1880.	Increase.
Through passengers.....	249,932	263,260	13,328
Local passengers.....	336,332	412,078	105,746
Commuters.....	106,339	154,505	48,166
Total.....	692,603	829,843	167,240

The amount of freight carried in the years:

	1879.	1880.	Increase.
Through freight.....	244,753	194,743	Dec. 40,010
Local freight.....	73,112	108,353	Inc. 35,241
Total.....	307,865	303,096	Dec. 4,769

BALANCE SHEET OF RECEIPTS AND EXPENDITURES FOR THE YEAR 1879-80.

Receipts.		
Balance cash assets from last annual report.....		\$50,203
Earnings.....		\$84,072
Earnings Pawtuxet Valley RR.....		39,106
Bills payable.....		151,000
Total receipts.....		\$1,094,382
Expenditures.		
Expenses.....		\$504,976
Dividends.....		240,000
Interest.....		79,037
Extension road bonds paid.....		50,000
Rhode Island Central Railroad purchase.....		\$45,000
Rhode Island Central RR. construction account.....		6,556
Profit and loss Warwick Railroad Co.....		2,655
Stock in Pawtuxet Valley Railroad.....		7,000
Construction account Harbor Junction.....		48,543
Pawtuxet Valley Railroad, joint account.....		23,952
Pontiac Branch Railroad.....		3,414
Pawtuxet Valley Railroad.....		18,015
Balance cash assets to new account—		
Cash in Stonington.....	\$31,260	
Due from M. Morgan's Sons.....	33,968	65,229
Total expenditures.....		\$1,094,382

Connecticut River Railroad.

(For the year ending September 30, 1880.)

The annual report gives the following:

INCOME.		
From passengers.....		\$302,271
From freight.....		386,669
From mails.....		13,662

From express.....	\$14,215
From rents and other sources.....	9,212
Total.....	\$726,060
Total operating expenses.....	499,320
Net earnings for the year.....	\$226,740
Interest received.....	5,390
Total income for the year.....	\$232,121
Against which are charged:	
Rentals.....	\$16,028
Interest paid.....	13,631
Dividends.....	168,000
	197,662
Surplus for the year.....	\$34,458
Balance at commencement of the year.....	\$10,858
Balance September 30, 1880.....	\$645,317

The gross earnings for this year exceeded the gross earnings of the preceding year \$104,389, while the increase in expenditures, exclusive of the cost of new equipment, was only \$58,261.

The surplus for the year, after the payment of dividends, interest, taxes and all other expenses charged to the operation of the road, or to the construction account, was \$34,458.

ANNUAL INCOME FOR FIVE YEARS.

Years end'g	Receipts.	Expenses.	Net Income.	Rents, Int'l and Other Items.	Dividends.	Total Surplus.
Sept. 30. 1876.....	\$589,536	\$382,269	\$217,780	\$32,411	\$168,000	\$548,699
1877.....	573,302	376,983	207,679	26,047	168,000	561,665
1878.....	584,670	309,730	205,686	29,139	168,000	573,865
1879.....	622,310	414,980	212,071	12,220	168,000	610,858
1880.....	726,060	512,014	219,426	16,967	168,000	645,317

Northeastern Railway Company (S. C.)

(For the year ending Sept. 30, 1880.)

The annual report, just issued, gives the following statement of the company's operations for its fiscal year, closing on the 30th September, 1880, as compared with those of the previous year:

Receipts from—	1878-79.	1879-80.	Increase.
Freights.....	\$245,068	\$284,745	\$39,677
Passengers.....	86,007	100,309	14,302
Mails.....	15,192	19,838	4,646
Total.....	\$346,267	\$404,894	\$58,626
Operating expenses.....	210,903	219,234	

Balances..... \$135,364 \$185,659
Increase in revenue..... \$58,626
Ratio of expenses to receipts 54.2 in 1880, against 60.9 in 1879.

The President remarks in his report that this gratifying increase of \$58,626 in our gross receipts is mainly attributable to the general prosperity of the country, and the healthier conditions of trade. "During the past year we have moved 91,436 bales of cotton, against 62,153 bales the preceding year—the excess being 29,283 bales. Of these, but 16,207 were furnished along the line of our own road; the remainder, 75,229 bales, having reached us from points beyond Florence." * * *

"Our up through freights have exceeded those of the last year by \$16,571, and our way freights those of the previous year by \$7,628." * * * "In our passenger service, a like improvement is noticeable—the receipts of this year having been \$100,309, as against \$86,007, the larger proportion of this increase being in our way travel."

The financial condition of the company on the 30th September, 1880, was as follows:

Net proceeds of transportation for 1879-80.....	\$185,659
Interest on bonds, and other debt.....	\$94,238
Taxes.....	11,981
Balance.....	\$79,439
Extraordinary expenses.....	27,548
Balance carried to credit of profit and loss.....	\$51,891
Balance at credit of profit and loss from 1879.....	117,445
Total at credit of profit and loss 30th September, 1880.....	\$169,337

GENERAL INVESTMENT NEWS.

American Union Telegraph.—A circular has been issued to those subscribers to the Central Construction Company of the American Union Telegraph Company of record on the books of that company at the time the last instalment was paid, on September 15, announcing that it has been decided to raise a fund of \$6,000,000 for the purchase and laying of two cables between this country and Europe, to be operated in connection with the American Union Telegraph Company. Of this fund \$3,000,000 is reserved for the subscribers mentioned. The money is to be called in 10 per cent instalments, and every paid-up subscription of \$1,000 will be entitled to a 6 per cent mortgage bond and ten shares of the cable company's stock. The privilege to subscribe will expire on the 31st inst.

—As to the ocean cables of this company, the *American Exchange* says: "An attempt was made by the established cable companies to secure an arrangement with Mr. Jay Gould which would meet the traffic requirements of his company, but the concessions which he demanded were not agreed to, and subscriptions for the construction of the two new cables have been opened by the Central Construction Company. The fund which is to be raised is \$6,000,000, of which one-half will be reserved for the subscribers of the Central Construction Company of record on September 15 last. The calls on the subscribers will be 10 per cent of their subscription at a time. For every \$1,000 paid up the subscribers will receive ten shares of stock of the par value of \$100 each and a \$1,000 6 per cent mortgage bond. The privilege to subscribe will expire on Dec.

31, 1880. The contractors for the new cables will be Messrs. Siemens & Co., of England. The American end of the cables will be at Whitehead Bay Harbor, just east of Torbay, in Nova Scotia, the landing on the English side to be made near Penzance."

Canadian Pacific Railway.—At Ottawa, Canada, Dec. 10, the Pacific Railway contract was laid before the House of Parliament. It is signed by Messrs. George Stephen, Duncan McIntyre, John J. Kennedy, R. B. Angus, Morton, Rose & Co., Kohn, Keinach & Co., and James J. Held, on behalf of the syndicate, and by Sir Charles Tupper for the Government. The contractors are required to deposit \$1,000,000 cash for its equipment in approved securities as a guarantee. The portion of the road from Winnipeg to the base of the Rocky Mountains is to be completed by June, 1885, and the whole line from Lake Superior to the Pacific by May, 1891. The Government will complete the portions of the road now under contract, and turn them over to the syndicate, together with \$25,000,000 and 25,000,000 acres of land. The capital of the company is fixed at \$25,000,000, divided into shares of \$100 each, and the directors will be empowered to bond the road for \$10,000 per mile. There is much opposition to the ministerial policy, and an effort is being made to excite popular feeling against the measure. It is said that the debate will be pressed now till the matter is voted on.

Central Pacific Railroad.—The land trustees give notice that they hold \$400,000 in gold coin, with which, in accordance with the terms of the mortgage, they propose to redeem so many of said bonds as shall be offered at the lowest price; but all bids over one hundred and five (105) "flat" may be rejected at the option of the trustees.

Chesapeake & Ohio.—At Richmond, Va., Dec. 16, the annual meeting of stockholders was held. The net earnings of the road for the past fiscal year were \$569,227, being an increase of \$185,018 over the net earnings of 1879. The following directors were elected: C. P. Huntington, A. A. Low, A. S. Hatch, Elias Higgins, John Castree, Jesse Hoyt, A. E. Orr, Ezra Wheeler and E. D. Tournier, of New York, and W. C. Wickham and John Echols, of Virginia.

Chicago Bonds.—A dispatch from Chicago (December 16) to the *New York Times* says: "The remainder of the new city 4 per cents was taken to-day, making an aggregate of \$330,000 in three days. Much dissatisfaction is expressed at the fact that this loan has been taken by large capitalists instead of by the public at large. Bankers state that had the loan been put on the market for competition, the bonds would have brought a premium of 2 per cent, and the city is considered so much the loser."

Chicago Burlington & Quincy.—The directors met in Boston and again considered the question of a stock dividend, and finally voted to call a special meeting of the stockholders December 28, to vote upon the consolidation of the Chicago Burlington & Quincy with the Council Bluffs and other roads, and, secondly, upon the question of authorizing the directors to issue new stock. The following is a copy of the circular issued from the Chicago Burlington & Quincy office, calling the special meeting of the 28th:

To the Stockholders.—Notice is hereby given that, in pursuance of a vote of the board of directors of this company, this day passed, of which the following is a copy—

"Voted, That a special meeting of the stockholders of this company be and is hereby called to meet at the general office of the company, in the city of Chicago, Ill., on the 28th day of December instant, at 11 o'clock A. M., to consider and act upon the propositions to consolidate, by purchase or otherwise, the stock, property and franchises of the Kansas City St. Joseph & Council Bluffs Railroad Company, Hastings & Aroca Railroad Company, Moulton & Albia Railroad Company, Red Oak & Atlantic Railroad Company, Chillicothe & Chariton Railroad Company, Keokuk & St. Paul Railroad Company, and the Madison & Keokuk Railroad Company, and of such other branch road companies as the meeting may deem it proper to include, with and into those of this company, and to determine whether the directors shall be authorized for this and other purposes from time to time, as they shall deem proper, to increase the capital stock of the company to the extent of the cost of the road, and to dispose of the same in such manner as they may see fit," a meeting of the stockholders of said company will be held at the office of the company at Chicago, Ill., on the 28th instant, at 11 o'clock in the forenoon of that day, for the purpose of considering and acting upon the propositions mentioned in said vote.

Stockholders who cannot be personally present are requested, on receipt of this notice, to sign the inclosed proxy and return the same to J. M. Forbes, President, Boston, Mass.

By order of the directors.

J. M. FORBES, President.

Chicago, Dec. 11, 1880.

The Chicago Burlington & Quincy Railroad Company has given the New York Stock Exchange notice of an issue of 10,000 new shares of stock, issued for construction purposes.

Chicago & Northwestern.—It is announced that the Chicago & Northwestern Railway Company will hereafter issue only bonds bearing interest at the rate of five per cent under its sinking-fund trust of 1879, made to provide means for the extension of its system. A satisfactory proposition made to the company by Kuhn, Loeb & Co. to purchase the next issue of their five per cent bonds has been accepted.

Denver & Rio Grande.—The \$4,000,000 subscription to extend the Denver & Rio Grande Railway lines, which was brought out last week, closed Dec. 14. Over \$11,000,000 is reported to have been tendered in the United States and England, but only existing stockholders will receive allotments, which will be in the proportion of one share of new to four of old shares of the stock. The company receives at 165—the subscription price—\$5,600,000 to complete the remainder of the 1,462 miles of the company's line.

Flushing & North Shore.—This road was sold at auction Dec. 11, at the Court House in Long Island City, for \$800,000,

the purchasers being Drexel, Morgan & Co. The *Times* reports that this road was recently withdrawn from the Long Island Railroad combination and ordered to be sold under joint agreement of the stockholders and bondholders. The sale took place nominally on the 11th, the road being bought in by the owners. Previous to the sale another contract was entered into with the Long Island Railroad Company by which the latter is to operate it for fifty years from Jan. 1. The terms were refused for publication.

Hartford & Connecticut Valley.—The stockholders, at their meeting in Hartford, re-elected the old board of directors. The directors were authorized to apply to the legislatures of Connecticut and Massachusetts for permission to extend the road on the west side of the Connecticut River to Holyoke. The cost of the new road will be about \$800,000. The Valley Road is to turn its bonds into stock; and to raise means for building the new road the idea is to issue about \$400,000 of additional stock, and bond the entire road from Saybrook to Holyoke for the remaining half of the cost. No action was taken on the proposal to rescind the vote with regard to the conversion of the first mortgage bonds of the Connecticut Valley Railroad Company into stock of this company. The directors have the matter under consideration, and will hold an adjourned meeting next Monday to decide what action shall be taken.

Havana Rantoul & Eastern.—It is reported that this road has been sold to the Wabash St. Louis & Pacific Company on terms not made public.

Horse Railroads in New York and Brooklyn.—From returns filed at Albany, the following statements for the year ending Sept. 30, 1880, have been obtained, and are compared with 1878-79:

DRY DOCK EAST BROADWAY & BATTERY, (N. Y.)			
	1879-80.	1878-79.	
Paid capital.....	\$1,200,000	\$1,200,000	
Funded debt.....	855,000	856,000	
Receipts—From passengers.....	783,174	704,737	
" From other sources.....	7,008	6,068	
Payments—For road expenses.....	504,703	450,806	
" For interest.....	55,742	59,773	
" For dividends.....	144,000	108,000	
" For United States bonds.....	40,000	51,000	
" For account of funded debt.....	1,000	59,000	
SIXTH AVENUE (NEW YORK).			
	1879-80.	1878-79.	
Paid capital.....	\$750,000	\$750,000	
Funded debt.....	500,000	416,000	
Floating debt.....	25,000	175,000	
Receipts—From passengers.....	727,890	672,338	
" From other sources.....	33,610	37,669	
Payments—For road expenses.....	443,169	417,749	
" For interest.....	39,900	29,120	
" For dividends.....	90,000	.....
" For reduction of the floating debt.....	150,000	375,000	
" For the proceeds of bonds paid to stockholders.....	93,651	.....
BROOKLYN CITY.			
	1879-80.	1878-79.	
Paid capital.....	\$2,000,000	\$2,000,000	
Funded debt.....	300,000	300,000	
Floating debt.....	200,000	50,000	
Receipts—From passengers.....	1,609,760	1,468,112	
" From other sources.....	69,129	43,775	
Payments—For road expenses.....	1,466,461	1,208,226	
" For interest.....	26,069	26,254	
" For dividends.....	280,000	280,000	
BROADWAY (BROOKLYN).			
	1879-80.	1878-79.	
Paid capital.....	\$250,000	\$250,000	
Funded debt.....	250,000	250,000	
Floating debt, present report.....	65,353	40,561	
Receipts—From passengers.....	272,453	239,017	
" From other sources.....	13,604	127,875	
Payments—For road expenses.....	215,262	208,726	
" For interest.....	19,183	20,341	
" For dividends.....	36,000	30,000	
FORTY-SECOND STREET & GRAND STREET FERRY RR., (N. Y.)			
	1879-80.	1878-79.	
Paid capital.....	\$748,000	\$750,000	
Funded and floating debt.....	267,512	267,328	
Receipts—From passengers.....	309,763	333,565	
" From sale of horses.....	2,132	818	
Payments—For road expenses.....	228,071	213,407	
" For interest.....	16,520	16,520	
" For dividends, &c.....	97,240	112,783	

International & Great Northern.—It is stated on good authority that Mr. Jay Gould has purchased a controlling interest in the stock of this company.

Keokuk & Des Moines.—The following is an official statement of the Keokuk and Des Moines Railway Company:

Gross earnings for year ending Sept. 30, 1879.....	\$565,566
25 per cent rental of which is.....	141,389
Interest at 5 per cent on \$2,750,000 bonds paid.....	137,500
Surplus earnings for year 1879.....	\$3,889
Gross earnings for year ending Sept. 30, 1880.....	\$639,788
25 per cent rental of which is.....	159,947
Interest at 5 per cent on \$2,750,000 bonds paid.....	137,500
Surplus earnings for year.....	\$22,447
Add surplus of former year.....	3,889
Total surplus on hand Sept. 30, 1880.....	\$26,336

From which a dividend of \$1 75 per share on the preferred stock has been declared, payable on the 23d day of December, at the office of the Farmers' Loan & Trust Company in this city. The transfer books will be closed on the 15th day of December and opened on the 5th day of January, 1881.

Louisville & Nashville.—At Nashville, Tenn., December 16, an amended bill was filed in the United States Circuit Court in the case of the minority stockholders of the Nashville Chattanooga & St. Louis Railroad Company against the Louisville & Nashville Railroad Company, charging that the election of the acting board of directors was a nullity, and praying for an injunction to enjoin the Louisville & Nashville Company

from operating the road and from voting the stock it bought, and also praying for a Receiver. Judge John Baxter and Judge Key will hear the case at Knoxville, on Tuesday, the 21st inst.

Memphis Paducah & Northern.—In the Circuit Court of the United States at Memphis a bill of complaint of Abram Carl Wertheim and others vs. The Memphis Paducah & Northern RR. Company *et al.* was filed. The bill alleges that default was made on the \$3,000,000 first mortgage bonds, but that Canada and Horsley, the trustees, have refused to take such steps as would foreclose the mortgage and enforce the sale of the road, although requested so to do by the holders of said mortgage. The bill prays the aid of the Court and the sale of the road enforced, and the said Trustees, Canada and Horsley, compelled to execute the said trust, and that, pending such proceedings, a Receiver be appointed by the Court, and that an injunction be granted to restrain the said railroad company, its officers and agents, from handing over possession of said road or any part thereof to any person except a Receiver appointed by Court or the said trustees.

Ohio & Mississippi.—A press dispatch from Indianapolis is as follows: "Last summer an agreement was made between the Ohio & Mississippi Railroad Company and the London Liverpool & Globe Insurance Company, by which the latter was to insure the former a title to its Jeffersonville Branch for the sum of \$60,000. By foreclosure proceedings, ending in a sale last summer, the London Liverpool & Globe Insurance Company perfected a title to the property, and an order was entered by Judge Drummond, in the United States Court Dec. 11, authorizing John King, Jr., Receiver of the Ohio & Mississippi, to pay the \$60,000, and the insurance company, upon the execution of the necessary papers, to make its title as good as that of the former."

Philadelphia & Erie.—The managers have decided to pay off at maturity the first mortgage 6 per cent bonds due April 1, 1881, amounting to \$5,000,000. Messrs. Drexel & Co., of Philadelphia, have concluded a negotiation for the purchase of \$5,000,000 of the 5 per cent consolidated mortgage bonds of this company, guaranteed by the Pennsylvania RR. Company.

Port Royal & Augusta.—In addition to the interest on its first-mortgage bonds, this company will, on Jan. 1, pay 2 per cent on its income bonds from the earnings of the current year.

Richmond & Alleghany.—At the annual meeting held in Richmond on the 8th inst., the following directors were elected: Geo. M. Bartholomew, Hon. James G. Blaine, Joseph H. Gray, Conrad N. Jordan, Hon. Hugh McCullough, Cyrus H. McCormick, John I. McCook, H. C. Parsons, Samuel Shelthar, John W. Simpson, H. D. Whitecomb and C. E. Wortham.

Rochester & State Line.—At a meeting of the bondholders of this company, a few weeks ago, Messrs. Adrian Iselin, Jr., Anson Phelps Stokes and Walston H. Brown were appointed a committee to buy the road whenever it should be offered for sale. The new company will be known as the Lake Ontario Rochester & Pittsburg Railroad Company. A decree for the sale was given in Rochester December 13, and the reorganization will be completed in January. The decree fixes the amount of the bonds at \$2,160,000, and the overdue interest at \$151,200. According to the present plan the obligations of the new company will be limited to \$12,000 a mile first mortgage; \$16,000 a mile income bonds and \$20,000 a mile stock. The total amount of these obligations will amount to about \$5,625,000. It is the purpose of the new company to extend the present line, but the plans have not been fully perfected. The Rochester & State Line Railroad extends from Rochester to Salamanca, a distance of 107½ miles. A plan of reorganization has been completed, to which the bondholders may become a party at any time before the date of the sale. The securities of the new company will be distributed as follows: Holders of the first mortgage bonds of the old company will receive new first mortgage bonds to the amount of one-half of the par value of the old bonds and of one coupon in addition, and income bonds equal to three-fourths of the par value of the same bonds and one coupon in addition; they will have the option of taking new stock at the rate of five shares of stock to each \$1,000 bond, upon payment of \$50 for each five shares; holders of the debenture bonds of the old company will receive income bonds at par for the full amount of their holdings. The capital stock of the new company will be \$2,500,000. It is contemplated to extend the road from Rochester to Lake Ontario, and to provide funds for the cost of this extension by the issue of first mortgage bonds at the rate of \$12,000 a mile and income bonds at the rate of \$16,000 a mile. These bonds are to be equal with those of the same class placed on the present road, but are to be a first lien on the road to be constructed.

Rome Watertown & Ogdensburg.—From the report made to the New York State Engineer the following figures are made up for the year ending Sept. 30, 1890, in comparison with 1878-9:

	1879-80.	1878-79.
Paid up stock	\$5,293,900	\$3,293,900
Funded debt	8,622,500	7,759,900
Unfunded debt	438,078	597,778
Receipts from passengers	\$433,496	\$382,601
Receipts from freights	884,987	647,356
Receipts from mails	32,611	113,330
Receipts from other sources	116,798	
Total	\$1,467,892	\$1,143,287
Operating expenses	\$990,156	\$834,640
Interest	260,533	250,848
Rentals	24,000	24,000
Total	\$1,264,691	\$1,109,488

St. Louis Iron Mountain & Southern.—Mr. Thomas Allen accepted Jay Gould's proposition, and sold his stock of nearly 40,000 shares, for which the purchase money, as reported, amounts to a trifle less than \$2,000,000. H. G. Marquand also disposes of 20,000 shares of the stock, about one-half of his interest in the road, to Mr. Gould. With other odd lots bought up, Mr. Gould's total interest is reported to be about 70,000 shares.

Toledo Delphos & Burlington.—A Boston dispatch says: "The syndicate lately formed by Boston and New York capitalists for the building of the Toledo Cincinnati & St. Louis Railroad, which is an extension of the Toledo Delphos & Burlington road from Kokomo to St. Louis, Mo., has met with such success in securing subscriptions that contracts are being let along the entire line of over 250 miles. The officials of the road, having perfected favorable arrangements for terminal facilities in St. Louis, state that they expect to have the road in operation by October, 1881."

Union Ferry Company of Brooklyn.—The annual report of this company, filed with the Secretary of State, shows: Assets—Boats, \$465,000; ferry buildings, &c., \$248,000; real estate, \$212,000; machinery, \$20,000; lumber, \$5,500; horses and carts, \$2,000; office furniture, \$2,000; coal and wood, \$45,400; loans on stock, \$680,000; United States bonds, \$300,000; taxes due by city of New York, \$27,749; petty cash, \$1,000; cash in bank, \$138,245. Liabilities—Paid capital, \$1,000,000; city of New York, \$22,187; unpaid accounts (estimated), \$13,500; tickets outstanding, \$38,418; claims in suit (estimated), \$30,000; taxes due State, \$2,500; taxes due Brooklyn (estimated), \$17,000.

Vermont & Canada.—The opinion of the Supreme Court of Vermont in the case of James R. Langdon *et al.*, vs. the Vermont & Canada RR. Company *et al.*, heard at the General Term of the Court in Montpelier, in the autumn of 1879, was filed on Tuesday in the office of the Clerk of the Court for Franklin County. This decision finally determines the long-disputed question as to the priorities and rights of the different classes of securities based upon the Vermont Central and Vermont & Canada Railroads, and holds that the bonds issued by the Receivers and managers from time to time, and known as the "trust securities," are prior in right and security to the claims of the first and second mortgage bondholders, and the stockholders of the Vermont Central Railroad, and the stockholders of that corporation, and to the rental claims of the Vermont & Canada Railroad Company, and must be first paid. The Court orders the case referred to a Master to reckon the principal and interest on the trust bonds and make other computations.—*Boston Advertiser.*

Western Union Telegraph.—This company issued a general order, Dec. 16, reducing rates for messages to all points at which the American Union Company has offices, to meet the reduction already instituted by the latter company. The principal changes are as follows:

	Old Rate.	New Rate.
To New Orleans, Atlanta and Augusta	\$1 00	\$0 75
To Omaha	1 00	60
To St. Louis and Milwaukee	50	50
To Cincinnati and other Ohio points	50	40
To Richmond	50	30
To Pittsburg and Rochester	40	30
To Buffalo	40	20
To Syracuse	35	25

The reduction to corresponding points is in proportion to those above given. The rate to Albany, Boston and Washington remains unchanged at 25 cents. No 25-cent rates are affected by the order.

—Messrs. Fisk & Hatch, No. 5 Nassau Street, have issued a circular proposing a combined subscription for two or three hundred millions of the new funding bonds to be issued by Government, and they have opened a book for recording the subscriptions of all who may wish to join with them, either for the purpose of exchanging their fives and sixes of 1881 or for purchasing the new bonds. They say: "By making a combination now of two to three hundred millions or more, we may be able to control the negotiation of the whole loan on terms equitable to all who may wish to secure a portion of the bonds, instead of its being controlled by a limited syndicate, the privileges of which would be accessible to but few." The firm proposes to manage the combination, and for its services to charge a commission of ½ of one per cent on the amount obtained for each subscriber. They also retain the privilege of an undivided interest in \$25,000,000 of the whole amount obtained.

—At the annual meeting of the stockholders of the Mercantile Trust Company the following gentlemen were elected directors for the ensuing year: Louis Fitzgerald, Henry A. Hurlbut, Solon Humphreys, Henry G. Marquand, John T. Terry, Henry M. Alexander, William R. Garrison, Henry B. Hyde, Thomas T. Eckert, Henry Day, Whitelaw Reid, Jose F. de Navarro, Charles R. Flint, Jonas M. Libbey, Bennington F. Randolph, George D. Morgan, Jay Gould, William A. Wheelock, Russell Sage, William G. Lambert, Sidney Dillon, William H. Smith, Samuel Sloan, James M. Halsted, Fred. L. Ames, Richard Irvin, Jr., Robert Garrett, Marcellus Hartley, John J. McCook, Elbert B. Monroe. The addition of many well-known gentlemen to the board of directors promises a large increase of business to the company.

—The Homestake Mining Company of Dakota is out with another double dividend, making \$80,000 for November.

The Commercial Times.

COMMERCIAL EPITOME.

FRIDAY NIGHT, December 17, 1880.

Trade has become comparatively dull. The speculative values at which many staples of agriculture are held check exports; recent failures have disturbed the markets for such important imports as tea and coffee; and the approaching holiday season is felt in general business. The high rates current for money on the Stock Exchange are not felt to any material extent in commercial circles, and yet attract attention and comment, contributing to some extent, in conjunction with the high values put upon railway securities, to a feeling of uneasiness not favorable to active trade. The weather is seasonably good, and the general condition of the country is regarded as eminently prosperous.

In provisions a generally quiet state of affairs has prevailed, particularly in pork. Lard toward the close has been advanced, in sympathy with the Western markets, but for other articles the course of prices has been downward, and much irregularity has prevailed, occasioned by the heavy stocks. Old mess pork was sold on the spot to-day at \$13@13 25, and offered at the close at \$13; new mess quoted at \$14@14 50; old, for December, quoted at \$12 55@12 90; January, \$13 75@14 40, and February, \$13 90@14 30, bid and asked. Bacon has been extremely dull, and closed only about steady at 7½c. for long clear and 7¼c. for long and short clear together. Lard was higher to-day, due to speculative support; the export demands at the moment are meagre; prime Western sold on the spot at 8½c., and to arrive at 8 55c.; December contracts realized 8 80@8 90c.; January, 8 90@8 97½c., closing at 8 92½c. bid; February, 9 02½@9 10c., closing at 9 02½c. bid; March, 9 12½@9 17½c., closing at 9 12½c. bid; April, 9 20@9 22½c.; seller six months, 8 80@8 85c.; refined to the Continent, 9 17½c. Beef has been in moderate demand at \$18@20 for extra city India mess. Beef hams, \$16 50@17. Butter has been rather quiet, and prices are less firm. Cheese has sold more liberally for export, and fancy factory September has been advanced to 13@13½c.; prime, 11½@12½c. Tallow lower and more active at 6@6½c. The following is a comparative summary of aggregate exports from Nov. 1 to Dec. 4:

	1879-80.	1878-79.	Increase.	Decrease.
Pork.....lbs.	7,599,400	9,210,200		1,610,800
Bacon.....lbs.	89,530,611	86,349,636	3,180,975	
Lard.....lbs.	48,013,576	48,663,754		350,178
Total.....lbs.	145,143,587	144,223,590	3,180,975	1,960,978

The market for Kentucky tobacco has continued very dull and sales for the week are only 200 hhds., all for export. Prices, however, are without quotable decline; lugs 4½@6c. and leaf 6½@12c. Seed leaf is much less active, the sales for the week aggregating only 850 cases, as follows: 650 cases 1879 crop, Pennsylvania, 12c to 25c. and 200 cases 1879 crop, New England, 11c to 30c. Also, 750 bales Havana at 85c. to \$1 20.

Rio coffee has latterly been in better demand, and fair grade, being rather scarce, has advanced to 12¼c., though the lower grades have been only steady, owing to an abundant supply; more favorable advices from Rio de Janeiro have been received and have contributed not a little to restore confidence in the trade; the close is at 12¼@13c. for fair cargoes. Mild grades have been dull and depressed with a large supply, the stock here a few days ago being 96,000 bags and 190,212 mats; Maracaibo closes at 10½@13c.; at the close, however, the market has a firmer tone, though there is no quotable advance. Rice has been less active, but has shown no quotable change in prices. New crop New Orleans molasses has sold fairly at lower prices; foreign has been dull and nominal. Raw sugar advanced to 7½c. for fair refining some days ago, but latterly, with a falling-off in the trade in both raw and refined, the market has been rather weak; the close, however, is steadier for centrifugal.

	Hhds.	Boxes.	Bags.	Melado.
Stock Dec. 1, 1880.....	37,710	7,648	966,761	3,607
Receipts since Dec. 1, 1880.....	10,592	478	181,668	106
Sales since Dec. 1, 1880.....	19,725	226	58,219	906
Stock Dec. 15, 1880.....	28,577	7,898	1,090,210	2,813
Stock Dec. 17, 1879.....	35,017	10,854	541,180	1,195

Refined sugar has latterly been quiet and lower, but closes firmer with a better demand; crushed, 10c.; powdered, 9½@10c. Tea has continued to sell freely at auction, but generally at lower prices.

The naval stores market has developed few features of interest. Spirits turpentine is steadily quoted at 45½c. for Southern and 46c. for New York in yard. The advices from London and Liverpool show a decline at the close; strained to good strained rosins are still dull at \$1 80@1 85. Alcohol in bond is quoted at 38½c. for January. Refined petroleum early in the week sold at 10c. for export, owing to a sharp advance (fully 2c. per gallon) in London, owing to the presence of a large "short" interest which the "long" party most effectually pressed. At the close there was a decline of 1c. per gallon there and this market reached to 9¼c. from refiners and 9½c. for re-sales. Crude certificates closed irregular and quite active at the new figures; mixed pipe line opened 91¼c. sold up to 91½c., and closed 91½c. bid. Ingot copper quoted at 18½@19c. for Lake. Wool has been in some sale at rather easier figures. Clover seed, 7½@8½c., and dull.

The business in ocean freight room has been limited, owing to the exceedingly reduced supplies of tonnage; and grain being held above export prices, rates at the close were higher and firm. Among the engagements were grain to Liverpool by steam at 7½@7¾d. and cotton at 3-16@¼d.

COTTON.

FRIDAY, P. M., December 17, 1880.

THE MOVEMENT OF THE CROP, as indicated by our telegrams from the South to-night, is given below. For the week ending this evening (Dec. 17), the total receipts have reached 238,490 bales, against 243,137 bales last week, 218,341 bales the previous week and 205,192 bales three weeks since; making the total receipts since the 1st of September, 1880, 3,019,684 bales, against 2,804,948 bales for the same period of 1879, showing an increase since September 1, 1880, of 214,736 bales. The details of the receipts for each day of this week (as per telegraph) are as follows:

Receipts at—	Sat.	Mon.	Tues.	Wed.	Thurs.	Fri.	Total.
New Orleans.....	15,992	10,424	7,704	12,692	14,766	12,626	74,204
Mobile.....	5,244	5,497	4,046	2,097	1,598	2,534	21,066
Charleston.....	4,890	3,832	4,068	3,676	3,872	2,922	23,310
Port Royal, &c.....							2,060
Savannah.....	4,720	5,623	3,861	4,251	5,400	6,397	30,252
Brunswick, &c.....							181
Galveston.....	3,561	6,362	2,565	2,472	6,523	5,042	26,525
Indianola, &c.....							514
Tennessee, &c.....	2,300	2,562	2,459	1,929	2,141	1,210	12,601
Florida.....							1,791
Wilmington.....	783	770	753	1,430	722	595	5,053
Morehead City, &c.....							842
Norfolk.....	4,503	7,402	5,194	4,785	5,430	4,051	31,365
City Point, &c.....							8,726
Total this week.....	41,993	42,522	30,650	33,332	40,452	49,541	238,490

For comparison, we continue our usual table showing this week's total receipts and the totals for the corresponding weeks of the four previous years:

Receipts this w'k at—	1880.	1879.	1878.	1877.	1876.
New Orleans.....	74,204	59,967	71,535	73,392	36,164
Mobile.....	21,066	17,773	21,264	25,658	19,017
Charleston.....	23,310	22,238	20,434	22,355	24,300
Port Royal, &c.....	2,060	396	392	1,455	561
Savannah.....	30,252	28,388	25,694	31,412	27,245
Galveston.....	26,525	19,441	20,740	29,854	24,916
Indianola, &c.....	514	746	1,233	476	582
Tennessee, &c.....	12,782	25,909	9,538	12,275	9,930
Florida.....	1,791	598	2,328	978	1,000
North Carolina.....	5,895	4,763	3,862	7,922	6,385
Norfolk.....	31,365	28,237	19,088	22,101	20,487
City Point, &c.....	8,726	10,401	5,724	3,986	949
Total this week.....	238,490	218,907	204,882	231,594	171,596
Total since Sept. 1.....	3,019,684	2,804,948	2,376,155	2,108,281	2,399,420

The exports for the week ending this evening reach a total of 161,970 bales, of which 93,061 were to Great Britain, 24,298 to France and 44,611 to rest of the Continent, while the stocks as made up this evening are now 920,593 bales. Below are the exports for the week and stocks to-night, and a comparison with the corresponding period of last season:

Week ending Dec. 17.	EXPORTED TO—			Total this Week.	Same Week 1879.	STOCK.	
	Great Britain.	France.	Continent.			1880.	1879.
N. Orleans.....	35,632	12,474	16,950	65,056	39,872	269,164	290,261
Mobile.....						46,435	57,493
Charl't'n.....	11,771	2,502	17,856	32,129	16,762	104,464	68,886
Savannah.....	5,200	8,457	4,695	18,352	14,032	135,183	91,500
Galv't'n.....	13,591			13,591	13,247	95,095	84,102
N. York.....	5,172	865	3,281	9,318	10,645	132,887	102,533
Norfolk.....	13,112			13,112	4,870	59,565	66,72
Other.....	8,583		1,829	10,412	12,462	77,500	48,000
Tot. this week.....	93,061	24,298	44,611	161,970	111,890	920,593	809,498
Tot. since Sept. 1.....	1,091,673	225,610	395,426	1,712,709	1,533,313		

* The exports this week under the head of "other ports" include, from Baltimore, 4,328 bales to Liverpool and 1,829 bales to Bremen; from Boston, 2,561 bales to Liverpool; from Philadelphia, 1,696 bales to Liverpool.

From the foregoing statement it will be seen that, compared with the corresponding week of last season, there is an increase in the exports this week of 50,080 bales, while the stocks to-night are 111,095 bales more than they were at this time a year ago.

In addition to above exports, our telegrams to-night also give us the following amounts of cotton on shipboard, not cleared, at the ports named. We add similar figures for New York, which are prepared for our special use by Messrs. Carey, Yale & Lambert, 60 Beaver Street.

DEC. 17, AT—	On Shipboard, not cleared—for					Leaving Stock.
	Great Britain.	France.	Other Foreign.	Coast-wise.	Total.	
New Orleans.....	67,571	17,005	10,077	4,004	98,750	170,714
Mobile.....	14,700	3,800	1,600	1,400	21,500	24,935
Charleston.....	7,647	4,950	12,800	550	25,947	75,517
Savannah.....	8,000	5,500	26,500	4,000	44,000	91,183
Galveston.....	22,787	7,409	11,194	853	42,243	52,852
New York.....	4,500	None.	900	None.	5,400	126,487
Other ports.....	23,000		2,000	7,000	32,000	105,065
Total.....	148,205	38,667	65,071	17,897	270,840	649,753

* Included in this amount there are 1,000 bales at presses for foreign ports the destination of which we cannot learn.

The following is our usual table showing the movements of cotton at all the ports from Sept. 1 to Dec. 10, the latest mail date:

PORTS.	RECEIPTS SINCE SEPT. 1.		EXPORTED SINCE SEPT. 1 TO—				Stock.
	1880.	1879.	Great Britain.	France.	Other Foreign.	Total.	
N. Orleans	607,365	656,733	261,374	124,953	96,866	483,093	261,844
Mobile	187,413	195,992	16,398	2,004	1,063	19,465	36,724
Char'n	149,279	312,409	107,161	31,085	64,526	202,772	119,743
Sav'h	530,230	472,490	115,372	9,108	105,527	230,007	141,260
Galv.	308,137	300,867	87,239	13,915	35,432	134,586	89,287
N. York	36,548	59,096	140,737	16,033	32,985	189,775	117,500
Florida	11,654	6,941	.....	.....	.....	.....	.....
N. Car.	96,014	73,187	33,598	1,444	6,925	41,867	17,506
North'r	509,721	410,796	155,427	2,850	.....	158,277	61,472
Other	75,833	97,530	81,306	.....	9,591	90,897	63,000
This yr.	2781,191	.....	998,612	201,312	350,815	1550,739	908,336
Last year	2586,041	.....	969,762	132,944	318,717	1421,423	753,432

* Under the head of *Charleston* is included Port Royal, &c.; under the head of *Galveston* is included Indianola, &c.; under the head of *North*, &c. is included City Point, &c.

The speculation in futures on our Cotton Exchange the past week has been moderately active, and prices have made wide and frequent changes, not only from one day to another, but from the opening and closing on the same day. The opening was firmer, and prices continued to advance till about noon on Monday, when a decline occurred, carrying prices back to about the opening figures of Saturday. Then came much activity and buoyancy in the later dealings of Tuesday, prices advancing 25@30 hundredths. Wednesday was lower. Thursday was dearer, but closed flat. To-day the market opened dull and weak, the early months declining materially. The improved market of Saturday was due to the better advices from Liverpool, and that of Tuesday was stimulated by the better public and private reports from Manchester. The Bureau report was made public on Wednesday, and, though differently interpreted, was generally regarded as favorable to a yield fully up to current estimates, and caused temporary depression. The advance maintained for a time yesterday was caused by rumors of bad weather at the South, and to smaller receipts at interior towns. Cotton on the spot was quiet and unchanged until yesterday, when the high grades were advanced $\frac{1}{4}$ c. and the medium and lower grades $\frac{3}{8}$ c. To-day the market was quiet and unchanged, middling uplands closing at 12c.

The total sales for forward delivery for the week are 770,000 bales, including — free on board. For immediate delivery the total sales foot up this week 5,114 bales, including 1,710 for export, 3,105 for consumption, 299 for speculation, and — in transit. Of the above, — bales were to arrive. The following are the official quotations and sales for each day of the past week:

Dec. 11 to Dec. 17.	UPLANDS.			NEW ORLEANS.			TEXAS.		
	Sat.	Mon.	Tues.	Sat.	Mon.	Tues.	Sat.	Mon.	Tues.
Ordin'y. P. D.	8 $\frac{1}{2}$	8 $\frac{1}{2}$	8 $\frac{1}{2}$	8 $\frac{1}{2}$	8 $\frac{1}{2}$	8 $\frac{1}{2}$	8 $\frac{1}{2}$	8 $\frac{1}{2}$	8 $\frac{1}{2}$
Strict Ord.	9 $\frac{1}{2}$	9 $\frac{1}{2}$	9 $\frac{1}{2}$	9 $\frac{1}{2}$	9 $\frac{1}{2}$	9 $\frac{1}{2}$	9 $\frac{1}{2}$	9 $\frac{1}{2}$	9 $\frac{1}{2}$
Good Ord.	10 $\frac{1}{2}$	10 $\frac{1}{2}$	10 $\frac{1}{2}$	10 $\frac{1}{2}$	10 $\frac{1}{2}$	10 $\frac{1}{2}$	10 $\frac{1}{2}$	10 $\frac{1}{2}$	10 $\frac{1}{2}$
Str. G'd Ord.	10 $\frac{1}{2}$	10 $\frac{1}{2}$	10 $\frac{1}{2}$	11	11	11	11	11	11
Low Midd'g	11 $\frac{1}{2}$	11 $\frac{1}{2}$	11 $\frac{1}{2}$	11 $\frac{1}{2}$	11 $\frac{1}{2}$	11 $\frac{1}{2}$	11 $\frac{1}{2}$	11 $\frac{1}{2}$	11 $\frac{1}{2}$
Str. L'w Mid	11 $\frac{1}{2}$	11 $\frac{1}{2}$	11 $\frac{1}{2}$	11 $\frac{1}{2}$	11 $\frac{1}{2}$	11 $\frac{1}{2}$	11 $\frac{1}{2}$	11 $\frac{1}{2}$	11 $\frac{1}{2}$
Middling	11 $\frac{1}{2}$	11 $\frac{1}{2}$	11 $\frac{1}{2}$	12 $\frac{1}{2}$	12 $\frac{1}{2}$	12 $\frac{1}{2}$	12 $\frac{1}{2}$	12 $\frac{1}{2}$	12 $\frac{1}{2}$
Good Mid.	12 $\frac{1}{2}$	12 $\frac{1}{2}$	12 $\frac{1}{2}$	12 $\frac{1}{2}$	12 $\frac{1}{2}$	12 $\frac{1}{2}$	12 $\frac{1}{2}$	12 $\frac{1}{2}$	12 $\frac{1}{2}$
Str. G'd Mid	12 $\frac{1}{2}$	12 $\frac{1}{2}$	12 $\frac{1}{2}$	12 $\frac{1}{2}$	12 $\frac{1}{2}$	12 $\frac{1}{2}$	12 $\frac{1}{2}$	12 $\frac{1}{2}$	12 $\frac{1}{2}$
Midd'g Fair	13	13	13	13 $\frac{1}{2}$	13 $\frac{1}{2}$	13 $\frac{1}{2}$	13 $\frac{1}{2}$	13 $\frac{1}{2}$	13 $\frac{1}{2}$
Fair	13 $\frac{1}{2}$	13 $\frac{1}{2}$	13 $\frac{1}{2}$	13 $\frac{1}{2}$	13 $\frac{1}{2}$	13 $\frac{1}{2}$	13 $\frac{1}{2}$	13 $\frac{1}{2}$	13 $\frac{1}{2}$
STAINED.									
Good Ordinary	8 $\frac{1}{2}$	9	9	8 $\frac{1}{2}$	9	9	8 $\frac{1}{2}$	9	9
Strict Good Ordinary	9 $\frac{1}{2}$	9 $\frac{1}{2}$	9 $\frac{1}{2}$	9 $\frac{1}{2}$	9 $\frac{1}{2}$	9 $\frac{1}{2}$	9 $\frac{1}{2}$	9 $\frac{1}{2}$	9 $\frac{1}{2}$
Good Ord.	10 $\frac{1}{2}$	10 $\frac{1}{2}$	10 $\frac{1}{2}$	10 $\frac{1}{2}$	10 $\frac{1}{2}$	10 $\frac{1}{2}$	10 $\frac{1}{2}$	10 $\frac{1}{2}$	10 $\frac{1}{2}$
Str. G'd Ord	10 $\frac{1}{2}$	11	11	11	11 $\frac{1}{2}$	11 $\frac{1}{2}$	11	11 $\frac{1}{2}$	11 $\frac{1}{2}$
Low Midd'g	11 $\frac{1}{2}$	11 $\frac{1}{2}$	11 $\frac{1}{2}$	11 $\frac{1}{2}$	11 $\frac{1}{2}$	11 $\frac{1}{2}$	11 $\frac{1}{2}$	11 $\frac{1}{2}$	11 $\frac{1}{2}$
Str. L'w Mid	11 $\frac{1}{2}$	11 $\frac{1}{2}$	11 $\frac{1}{2}$	11 $\frac{1}{2}$	11 $\frac{1}{2}$	11 $\frac{1}{2}$	11 $\frac{1}{2}$	11 $\frac{1}{2}$	11 $\frac{1}{2}$
Middling	11 $\frac{1}{2}$	12	12	12 $\frac{1}{2}$	12 $\frac{1}{2}$	12 $\frac{1}{2}$	12 $\frac{1}{2}$	12 $\frac{1}{2}$	12 $\frac{1}{2}$
Good Mid.	12 $\frac{1}{2}$	12 $\frac{1}{2}$	12 $\frac{1}{2}$	12 $\frac{1}{2}$	12 $\frac{1}{2}$	12 $\frac{1}{2}$	12 $\frac{1}{2}$	12 $\frac{1}{2}$	12 $\frac{1}{2}$
Str. G'd Mid	12 $\frac{1}{2}$	12 $\frac{1}{2}$	12 $\frac{1}{2}$	12 $\frac{1}{2}$	12 $\frac{1}{2}$	12 $\frac{1}{2}$	12 $\frac{1}{2}$	12 $\frac{1}{2}$	12 $\frac{1}{2}$
Midd'g Fair	13	13	13	13 $\frac{1}{2}$	13 $\frac{1}{2}$	13 $\frac{1}{2}$	13 $\frac{1}{2}$	13 $\frac{1}{2}$	13 $\frac{1}{2}$
Fair	13 $\frac{1}{2}$	13 $\frac{1}{2}$	13 $\frac{1}{2}$	13 $\frac{1}{2}$	13 $\frac{1}{2}$	13 $\frac{1}{2}$	13 $\frac{1}{2}$	13 $\frac{1}{2}$	13 $\frac{1}{2}$

MARKET AND SALES.

SPOT MARKET CLOSED.	SALES OF SPOT AND TRANSIT.					FUTURES.	
	Ex- port.	Con- sump.	Spec- ul'n	Trans- it.	Total.	Sales.	Deliv- eries.
Sat.	Dull.	210	226	.....	436	101,800	800
Mon.	Dull.	100	426	204	724	94,400	506
Tues.	Steady.	.....	685	.....	685	183,000	1,100
Wed.	Quiet and steady.	500	785	.....	1,285	159,400	900
Thurs.	Steady; qno. rev.	200	634	.....	834	122,000	1,200
Fri.	Dull and easy.	700	305	95	1,100	109,400	600
Total		1,710	3,105	299	5,114	770,000	5,100

The daily deliveries given above are actually delivered the day previous to that on which they are reported.

THE SALES AND PRICES OF FUTURES are shown by the following comprehensive table. In this statement will be found the daily market, the prices of sales for each month each day, and the closing bids, in addition to the daily and total sales.

Market. Prices and Sales of FUTURES.	Tone of the—		DAILY PRICES AND SALES OF FUTURES FOR EACH MONTH.											
	Market.	Closing.	December.	January.	February.	March.	April.	May.	June.	July.	August.	Total Sales and Ranges.		
Saturday, Dec. 11—	Firmer.	Firm.	1,400	18,400	32,900	29,100	18,700	2,300	2,000	500	300	A 101,500		
Prices total (range).....			11-70@11-81	11-85@11-95	12-05@12-13	12-20@12-30	12-37@12-45	12-50@12-55	12-62@12-67	12-72@12-77	12-78@12-79	11-70@12-79		
Closing, bid and asked.....			11-78-11-81	11-94-11-94	12-13-12-13	12-20-12-30	12-44-12-45	12-53-12-53	12-66-12-67	12-73-12-77	12-78-12-79	11-73-12-77		
Monday, Dec. 13—	Variable.	Dull.	2,400	15,900	28,500	32,700	7,400	3,400	1,000	1,400	900	B 94,400		
Prices total (range).....			11-73@11-85	11-86@11-97	12-03@12-13	12-20@12-33	12-37@12-46	12-48@12-56	12-61@12-64	12-68@12-70	12-78@12-85	11-73@12-85		
Closing, bid and asked.....			11-77-11-80	11-88-11-89	12-04-12-05	12-22-12-23	12-37-12-38	12-49-12-50	12-59-12-61	12-67-12-69	12-78@12-85	11-77-12-69		
Tuesday, Dec. 14—	Higher.	Firm.	1,700	28,500	52,000	69,800	30,000	6,100	1,700	800	1,200	C 188,000		
Prices total (range).....			11-80@11-98	11-85@12-17	12-04@12-35	12-22@12-30	12-37@12-44	12-48@12-56	12-61@12-64	12-68@12-70	12-77@13-00	11-80@13-00		
Closing, bid and asked.....			12-02-12-04	12-17-12-17	12-34-12-34	12-50-12-50	12-63-12-64	12-76-12-77	12-86-12-88	12-93-12-97	12-95-12-97	12-95-12-97		
Wednesday, Dec. 15—	Lower.	Easy.	2,000	19,300	50,100	53,100	25,700	3,900	1,700	900	300	D 156,400		
Prices total (range).....			11-88@12-04	12-03@12-17	12-20@12-33	12-35@12-43	12-54@12-62	12-65@12-75	12-76@12-82	12-85@12-91	12-94@12-95	11-84@12-95		
Closing, bid and asked.....			11-94-11-94	12-03-12-03	12-25-12-26	12-41-12-43	12-55-12-57	12-68-12-68	12-78-12-80	12-87-12-89	12-94-12-95	11-94-12-89		
Thursday, Dec. 16—	Firmer.	Dull.	900	17,300	30,000	46,600	14,800	5,700	1,500	1,300	700	E 122,000		
Prices total (range).....			11-98@12-02	12-04@12-13	12-27@12-37	12-39@12-53	12-54@12-68	12-68@12-75	12-81@12-92	12-89@12-92	12-93@13-04	11-94@12-92		
Closing, bid and asked.....			11-91-11-96	12-09-12-10	12-27-12-28	12-44-12-45	12-53-12-59	12-70-12-72	12-81-12-82	12-90-12-92	12-93@13-04	11-94-12-92		
Friday, Dec. 17—	Lower.	Steady.	700	10,900	29,300	40,100	11,900	2,400	3,000	1,400	600	F 108,400		
Prices total (range).....			11-92@11-93	11-97@12-09	12-15@12-30	12-32@12-46	12-43@12-59	12-59@12-71	12-71@12-81	12-79@12-81	12-81@12-81	11-84@12-81		
Closing, bid and asked.....			11-84-11-93	11-98-11-99	12-16-12-17	12-34-12-38	12-48-12-49	12-60-12-61	12-71-12-72	12-79-12-81	12-81-12-81	11-84@12-81		
Total sales this week.....			9,100	107,300	222,800	282,400	98,500	25,600	10,900	6,400	4,000	770,000		
Sales since Sept. 1, 1880.....			1,454,700	2,421,100	1,669,500	1,517,700	604,400	245,600	124,300	35,800	26,700	10,449,400		

* Includes for September, 1881, 100 at 12-65, 100 at 12-80, 300 at 10-53, 400 at 12-50, 100 at 12-45, 500 at 12-50, 100 at 12-50, 100 at 12-48, 200 at 12-50, 400 at 12-56, 100 at 12-03, 500 at 12-50, 100 at 12-90, 100 at 12-98, 400 at 12-01, 100 at 12-01, 100 at 12-26, 300 at 12-35, 200 at 12-40, 100 at 12-39, 200 at 12-40, 100 at 12-26, 500 at 12-38, 100 at 12-40, 200 at 12-50, 100 at 12-55; for October, 1881, 100 at 11-83, 100 at 11-92, 800 at 11-90, 500 at 11-98, 1,000 at 11-90, 100 at 11-93, 400 at 11-95, 100 at 11-85, 1,000 at 11-84, 700 at 11-88, 400 at 11-89, 600 at 11-90, 500 at 11-60, 1,500 at 11-62, 500 at 12-78, 200 at 11-70, 300 at 11-71, 500 at 11-73, 200 at 11-75, 200 at 11-80; for November, 1881, 300 at 11-61, 100 at 12-66; also sales in September for September, 621,400; Sept.-Oct. for Oct., 946,500; Sept.-Nov. for November, 762,100.

A Includes for September, 1881, 100 at 12-42.
B Includes for September, 1881, 300 at 12-33, 500 at 12-42.
C Includes for September, 1881, 400 at 12-42, 200 at 12-49, 100 at 12-50, for October, 100 at 11-83, 100 at 11-83, 100 at 11-84, 200 at 11-88.
D Includes for September, 1881, 400 at 12-55; for October, 100 at 11-81.
E Includes for October, 1881, 100 at 11-83.
F Includes for October, 1881, 100 at 11-83.
Transferable Orders—Saturday, 11-95; Monday, 11-80; Tuesday, 12-03; Wednesday, 11-95; Thursday, 12; Friday, 11-90.
Short Notices for December—Saturday, 11-71; Monday, 11-78; 11-83, 11-72; Tuesday, 11-79; Wednesday, 12; Thursday, 11-93; Friday, 11-93, 11-92, 11-89.

The following exchanges have been made during the week:
52 pd. to exch. 1,000 Jan. for Apr. '48 pd. to exch. 1,000 Dec. for Mar. '16 pd. to exch. 100 Dec. for Jan.

THE VISIBLE SUPPLY OF COTTON, as made up by cable and telegraph, is as follows. The Continental stocks are the figures

of last Saturday, but the totals for Great Britain and the afloat for the Continent are this week's returns, and consequently brought down to Thursday evening; hence, to make the totals the complete figures for to-night (Dec. 17), we add the item of exports from the United States, including in it the exports of Friday only:

	1880.	1879.	1878.	1877.
Stock at Liverpool.....bales.	426,000	366,000	333,000	338,000
Stock at London.....	39,700	42,664	53,000	16,250
Total Great Britain stock	461,700	408,664	386,000	354,250
Stock at Havre.....	97,000	47,560	77,750	112,250
Stock at Marseilles.....	8,800	1,213	1,500	3,750
Stock at Barcelona.....	33,300	6,356	8,000	34,250
Stock at Hamburg.....	2,300	1,800	2,500	6,500
Stock at Bremen.....	20,000	10,160	5,750	30,750
Stock at Amsterdam.....	9,500	13,500	23,250	21,000
Stock at Rotterdam.....	5,000	1,360	6,750	8,000
Stock at Antwerp.....	981	.....	3,250	8,250
Stock at other continental ports.	5,950	1,358	5,500	5,750

Total continental ports.....	181,131	83,307	136,250	225,500
Total European stocks.....	645,831	491,971	522,250	579,750
India cotton afloat for Europe.....	51,000	79,719	59,000	38,000
Amer'n cotton afloat for Europe.....	626,000	675,985	638,000	491,000
Egypt, Brazil, &c., afloat for Europe.....	45,000	47,626	13,000	46,000
Stock in United States ports.....	920,593	809,498	761,079	823,098
Stock in U. S. interior ports.....	171,181	200,186	175,107	132,463
United States exports to-day.....	24,000	18,000	17,000	24,000

Total visible supply.....2,483,605 2,322,985 2,203,436 2,134,311
Of the above, the totals of American and other descriptions are as follows:

American—				
Liverpool stock.....	321,000	250,000	202,000	174,000
Continental stocks.....	104,000	34,000	96,000	170,000
American afloat for Europe.....	626,000	675,985	638,000	491,000
United States stock.....	920,593	809,498	761,079	823,098
United States interior stocks.....	171,181	200,186	175,107	132,463
United States exports to-day.....	24,000	18,000	17,000	24,000

Total American.....2,166,774 1,987,669 1,909,186 1,814,561

East Indian, Brazil, &c.—				
Liverpool stock.....	105,000	116,000	131,000	164,000
London stock.....	38,700	42,664	53,000	16,250
Continental stocks.....	77,131	49,307	40,250	55,500
India afloat for Europe.....	51,000	79,719	59,000	38,000
Egypt, Brazil, &c., afloat.....	45,000	47,626	13,000	46,000

Total East India, &c.....316,831 335,316 296,250 319,750

Total American.....2,166,774 1,987,669 1,909,186 1,814,561

Total visible supply.....2,483,605 2,322,985 2,203,436 2,134,311

Price Mid. Upl., Liverpool 61³/₁₆d. 61³/₁₆d. 51¹/₁₆d. 67¹/₁₆d.
The above figures indicate an increase in the cotton in sight to-night of 160,620 bales as compared with the same date of 1879, an increase of 278,169 bales as compared with the corresponding date of 1878, and an increase of 349,234 bales as compared with the corresponding date of 1877.

In the preceding visible supply table we have heretofore only included the interior stocks at the seven original interior towns. As we did not have the record of the new interior towns for the four years, we could not make a comparison in any other way. That difficulty no longer exists, and we therefore make the following comparison, which includes the stocks at the nineteen towns given weekly in our table of interior stocks instead of only the old seven towns. We shall continue this double statement for a time, but finally shall simply substitute the nineteen towns for the seven towns in the preceding table.

	1880.	1879.	1878.	1877.
Liverpool stock.....bales	321,000	250,000	202,000	174,000
Continental stocks.....	104,000	34,000	96,000	170,000
American afloat to Europe.....	626,000	675,985	638,000	491,000
United States stock.....	920,593	809,498	761,079	823,098
United States interior stocks.....	294,224	343,503	280,957	226,559
United States exports to-day.....	24,000	18,000	17,000	24,000

Total American.....2,289,817 2,130,986 2,015,036 1,908,657

East Indian, Brazil, &c.—				
Liverpool stock.....	105,000	116,000	131,000	164,000
London stock.....	38,700	42,664	53,000	16,250
Continental stocks.....	77,131	49,307	40,250	55,500
India afloat for Europe.....	51,000	79,719	59,000	38,000
Egypt, Brazil, &c., afloat.....	45,000	47,626	13,000	46,000

Total East India, &c.....316,831 335,316 296,250 319,750

Total American.....2,289,817 2,130,986 2,015,036 1,908,657

Total visible supply.....2,606,618 2,466,302 2,311,286 2,228,407

At THE INTERIOR PORTS the movement is set out in detail in the following statement:

	Week ending Dec. 17, '80.			Week ending Dec. 19, '79.		
	Receipts.	Shipm'ts	Stock.	Receipts.	Shipm'ts	Stock.
Augusta, Ga.....	6,269	6,202	20,848	8,432	4,924	14,087
Columbus, Ga.....	5,582	3,446	23,397	5,220	1,540	18,785
Macon, Ga.....	2,057	1,269	8,045	2,602	998	6,499
Montgomery, Ala.	5,742	3,091	13,732	4,860	3,802	16,554
Selma, Ala.....	5,522	4,673	9,722	5,538	3,165	16,873
Memphis, Tenn.....	24,802	16,922	81,295	26,330	19,004	114,626
Nashville, Tenn.....	3,262	3,407	14,142	2,506	3,697	12,762
Total, old ports.	53,236	39,010	171,181	55,488	37,130	200,186
Dallas, Texas.....	2,527	1,851	5,597	2,178	3,532	2,931
Jefferson, Tex.....	2,421	1,385	3,414	750	750	400
Shreveport, La.....	4,829	3,621	8,081	5,561	2,360	14,413
Vicksburg, Miss.....	5,784	6,004	7,184	7,728	5,932	7,986
Columbus, Miss.....	2,445	508	6,079	2,299	1,898	4,815
Enfauila, Ala.....	3,116	2,326	3,560	1,560	1,935	3,138
Griffin, Ga.....	1,200	1,393	2,600	1,667	1,804	3,185
Atlanta, Ga.....	5,586	5,402	17,359	4,936	1,801	12,297
Rome, Ga.....	6,113	4,013	17,157	4,360	5,012	10,002
Charlotte, N. C.....	1,493	1,453	1,040	854	1,448	1,752
St. Louis, Mo.....	18,394	16,547	34,678	23,602	19,782	67,250
Cincinnati, O.....	12,998	8,961	15,994	12,710	11,170	15,183
Total, new ports	68,186	53,646	123,043	67,505	59,828	143,317
Total, all.....	121,422	92,657	294,224	122,993	96,958	343,503

* This year's figures estimated.

The above totals show that the old interior stocks have increased during the week 14,226 bales, and are to-night 29,005 bales less than at the same period last year. The receipts at the same towns have been 2,252 bales less than the same week last year.

RECEIPTS FROM THE PLANTATIONS.—The following table is prepared for the purpose of indicating the actual movement each week from the plantations. Receipts at the outports are sometimes misleading, as they are made up more largely one year than another, at the expense of the interior stocks. We reach, therefore, a safer conclusion through a comparative statement like the following. In reply to frequent inquiries we will add that these figures, of course, do not include overland receipts or Southern consumption; they are simply a statement of the weekly movement from the plantations of that part of the crop which finally reaches the market through the out-ports.

RECEIPTS FROM PLANTATIONS.

Week ending—	Receipts at the Ports.			Stock at Interior Ports			Rec'ts from Plant'ns.		
	1878.	1879.	1880.	1878.	1879.	1880.	1878.	1879.	1880.
Oct. 1.....	130,900	162,303	172,221	47,208	52,207	78,735	140,393	173,736	189,947
" 8.....	148,158	109,408	109,094	59,223	63,913	103,080	160,773	186,114	228,445
" 15.....	160,233	181,714	210,367	79,507	81,227	121,893	180,007	194,088	229,178
" 22.....	162,230	214,461	236,341	97,847	93,963	152,765	180,536	229,207	267,211
" 29.....	157,380	245,613	254,893	115,064	115,35	179,678	174,427	265,355	281,741
Nov. 5.....	182,874	225,087	251,768	149,498	133,903	204,759	217,388	243,257	276,851
" 12.....	170,064	220,216	215,842	171,583	187,126	227,135	201,089	279,437	288,218
" 19.....	181,376	218,408	256,618	188,491	218,908	242,326	185,284	250,280	271,809
" 26.....	184,625	249,152	205,162	205,912	264,183	247,911	202,046	294,337	210,777
Dec. 3.....	220,748	216,167	218,341	236,280	287,109	248,865	251,116	239,093	219,295
" 10.....	220,291	231,876	213,137	259,129	317,468	265,276	243,140	265,235	252,548
" 17.....	201,882	218,977	238,490	280,957	343,503	294,224	226,710	244,942	267,438

The above statement shows—

1. That the total receipts from the plantations since Sept. 1 in 1880 were 3,292,965 bales; in 1879 were 3,141,150 bales; in 1878 were 2,651,460 bales.

2. That the receipts at the out-ports the past week were 238,490 bales, and the actual movement from plantations 267,438 bales, the balance being added to stocks at the interior ports. Last year the receipts from the plantations for the same week were 244,942 bales and for 1878 they were 226,710 bales.

WEATHER REPORTS BY TELEGRAPH.—There has in general been considerable improvement in the weather conditions the past week. Rain has fallen at many points, but at most it has been inconsiderable in amount.

Galeston, Texas.—The weather during the week has been warm and dry. Picking is progressing finely, and roads are greatly improved. Average thermometer 63, highest 72 and lowest 49.

Indianola, Texas.—There has been no rainfall during the week, and roads are drying fast. Picking is making good progress. The thermometer has ranged from 50 to 74, averaging 63.

Coriscana, Texas.—We have had no rainfall the past week, and picking is progressing. Roads better and movement resumed, but railroad transportation facilities are very deficient. Average thermometer 54, highest 71 and lowest 39.

Dallas, Texas.—There has been no rainfall during the past week, and picking is progressing finely. Roads greatly improved. Farmers are in great straits, as cotton picking, corn gathering and wheat planting are all in arrears, and labor is deficient. The thermometer has averaged 53, with a range of from 40 to 71.

Brenham, Texas.—We have had warm, dry weather during the week. Picking progressing, but much cotton has been already lost, and much additional will never be picked. Roads better, but still bad. Farmers have not yet been able to gather corn, which is injured somewhat. Average thermometer 61, highest 73 and lowest 42.

Waco, Texas.—No rain has fallen during the week, and picking is making fine progress. Roads greatly improved. There are large accumulations at railroad depots, but transportation facilities are inadequate. There is great complaint of deficient farm labor. The thermometer has averaged 59, the highest being 71 and the lowest 39.

New Orleans, Louisiana.—We have had rain on three days the past week, the rainfall reaching fourteen hundredths of an inch. The thermometer has averaged 59.

Shreveport, Louisiana.—The weather during the week has been fair to cloudy and dry, the thermometer ranging from 34 to 75, and averaging 54. Roads are now in an excellent condition.

Vicksburg, Mississippi.—Telegram not received.

Columbus, Mississippi.—Rain has fallen during the week on four days, to a depth of one inch and forty-nine hundredths. Average thermometer 50, highest 70 and lowest 30.

Little Rock, Arkansas.—Saturday, Wednesday and Thursday of the past week were cloudy, with a light rain on each day, and there is a heavy fog and mist prevailing now. The balance of the week has been clear. The thermometer has averaged 47, ranging from 22 to 66, and the rainfall has reached twenty-six hundredths of an inch. The rainfall last week was eighty-four hundredths of an inch, instead of four hundredths as printed.

Nashville, Tennessee.—Rain has fallen during the past week on three days to a depth of ninety hundredths of an inch. The thermometer has ranged from 18 to 61, averaging 42.

Memphis, Tennessee.—Telegram not received.

Mobile, Alabama.—The earlier part of the past week was clear and pleasant, but it has been showery three days the latter portion, the rainfall reaching twenty-three hundredths of an inch. Average thermometer 55, highest 71 and lowest 31.

Montgomery, Alabama.—It has rained on five days, the rainfall reaching one inch and forty-two hundredths, and it is still raining; the balance of the week was cloudy. The thermometer has ranged from 27 to 73, averaging 53.

Selma, Alabama.—Rain has fallen during the past week on three days.

Madison, Florida.—Telegram not received.

Macon, Georgia.—It has rained during the week on three days, the rainfall reaching one inch and fifty-six hundredths. The thermometer has ranged from 34 to 79, averaging 54.

Columbus, Georgia.—It has rained severely on two days the past week, the rainfall reaching three inches and forty-five hundredths, and much damage has been done. The thermometer has averaged 56.

Savannah, Georgia.—We have had rain on two days, the rainfall reaching two inches and nine hundredths, but the balance of the week has been pleasant. Average thermometer 53; highest 73 and lowest 29.

Augusta, Georgia.—During the earlier part of the past week the weather was clear and pleasant, but the latter portion has been cloudy and sultry, with light rains. Crop accounts unchanged. Planters are sending cotton to market freely. Average thermometer 50, highest 69 and lowest 26, and rainfall twenty-two hundredths of an inch.

Charleston, South Carolina.—We have had rain on three days the past week, the rainfall reaching forty-eight hundredths of an inch. The thermometer has averaged 53, the highest being 68 and the lowest 28.

The following statement we have also received by telegraph, showing the height of the rivers at the points named at 3 o'clock December 16, 1880, and December 18, 1879.

	Dec. 16, '80.	Dec. 18, '79.
	Feet. Inch.	Feet. Inch.
New Orleans.....	Below high-water mark... 8 2	11 0
Memphis.....	Above low-water mark... 23 1	23 4
Nashville.....	Above low-water mark... 8 0	23 11
Shreveport.....	Above low-water mark... 14 10	1 20
Vicksburg.....	Above low-water mark... 29 10	5 8

New Orleans reported below high-water mark of 1871 until Sept. 9, 1874, when the zero of gauge was changed to high-water mark of April 15 and 16, 1874, which is 6-10ths of a foot above 1871, or 16 feet above low-water mark at that point.

COTTON CROP ESTIMATES.—At the close of last week we had telegraphic summaries of the Cotton Exchanges' November condition reports, and this week the Agricultural Department's cotton report is issued. The full text of the returns to the Cotton Exchanges we give to-day in another column, and also furnish our readers with the entire statement issued by the Agricultural Department. That our readers may have before them the results reached by each of these reports, we have prepared the following table. The first column is the actual production of each State for the year ending Sept. 1, 1880. Of course this division of last year's yield between the States does not pretend to be accurate (as it is largely estimate), but it is sufficiently near the actual result to furnish a safe basis upon which to work out this year's percentages. As the Cotton Exchanges do not in general state the increased or decreased yield with definiteness, we have had to use our discretion in determining the meaning of their percentages.

States.	Actual Production, 1879-80.	Estimate for 1880-81 of the			
		Agricultural Bureau.		Cotton Exchanges.	
		Per Ct.	Bales.	Per Ct.	Bales.
No. Carolina...	200,000	114	228,000	111	222,000
So. Carolina...	400,000	109	436,000	102	408,000
Georgia.....	710,000	105	745,500	100	710,000
Florida.....	162,000	107	173,340	100	162,000
Alabama.....	650,000	88	572,000	88	572,000
Mississippi.....	720,000	83	597,600	80	576,000
Louisiana.....	695,000	85	590,750	76	528,200
Texas.....	900,000	130	1,170,000	120	1,090,000
Arkansas.....	770,000	93	716,100	80	616,000
Tennessee.....	400,000	85	340,000	69	276,000
All others.....	150,000	100	150,000	100	150,000
Total.....	5,757,000	....	5,719,290	....	5,300,200

The foregoing shows that according to the Agricultural Department this season's crop will be 5,719,290 bales, and according to the Cotton Exchanges it will be 5,300,200 bales.

THE COTTON CROP—AGRICULTURAL DEPARTMENT.—The following statement, showing the extent of the cotton crop, was issued by the Department of Agriculture December 15:

There is a decline in the return of December 1, compared with that received November 1. The continuance of rain and the very cold weather in November lowered the estimates of the States bordering on the Mississippi River. The following is a summary of the reports for the month by States:

In North Carolina 43 counties report an increase in the crop as compared with last year of 14 per cent; South Carolina, 18 counties average an increase of 9 per cent; Georgia, 57 counties an increase of 5 per cent; Florida, 14 counties an increase of 7 per cent; Alabama, 27 counties reporting make a decrease of 12 per cent; Mississippi, 35 counties reporting average a decrease of 17 per cent; Louisiana, 18 counties reporting, a decrease of 15 per cent; Texas, 68 counties reporting give an average increase of 30 per cent; Arkansas, 32 counties reporting average a decline of 7 per cent; Tennessee, 23 counties report an average decrease of 15 per cent.

COTTON EXCHANGE REPORTS FOR DECEMBER.—We publish below the Cotton Exchange condition reports for Dec. 1:

Norfolk Department.

The Norfolk Cotton Exchange, through their Committee on Information and Statistics, composed of Louis Hilliard, W. D. Rountree and J. C. Maximos, issues the following report, covering the *State of Virginia* and the following *Counties in North Carolina*: Rutherford, Lincoln, Catawba, Rowan, Davidson, Iredell, Burke, Wilkes, Caldwell, Alexander, Davie, Forsythe, Yadkin, Stokes, Surry, Rockingham, Caswell, Person, Granville, Franklin, Nash, Wake, Hyde, Pitt, Green, Cartaret, Craven, Beaufort, Tyrre, Washington, Martin, Bertie, Chowan, Pasquotank, Camden, Currituck, Gates, Hertford, Northampton and Halifax.

North Carolina and Virginia.—82 replies from 32 counties.

Thirty-seven replies show that the weather has been favorable from the 1st to the 15th of November. From the 15th to the 30th of November 14 show unfavorable weather, one quite favorable. Sixty-eight replies show less favorable weather than last year, 4 better weather and 10 the same weather as last year. The average of the 82 replies shows that 85 per cent of the crop has been picked, and with good weather the balance could be picked by the 15th or 20th of December. Fifty-three replies show an average increase of 19 per cent, 5 a decrease of 24 per cent, 12 the same yield as last year, and 2 a worse yield than last year. Little or no damage has been done by frost. An average of the 82 replies shows that 74 per cent of the crop has been marketed. The replies indicate that the fine weather in September and October enabled planters to make good progress in gathering the crop and that saved prior to the 1st of November is of good quality and staple. Since November 15th there has been little or no picking done in consequence of wet and cold weather. Should wet or cold weather continue much of the cotton remaining ungathered will be lost.

Charleston Department

covers the *State of South Carolina*, and is prepared and issued by the Charleston Cotton Exchange, through their Committee on Information and Statistics, composed of A. Norden, Chairman, R. D. Mure, E. Willis and L. J. Walker.

South Carolina.—55 replies from 28 counties.

The reports about the character of the weather all agree as to its having been very wet and unfavorable, and they also state, without exception, that it has been less favorable than the same time last year for gathering the crop. The proportion of the crop picked up to the 1st inst. is reported by none under three-fourths, by most seven-eighths, and by a few nearly all of the crop is stated to have been picked. All expect the last of the crop to be picked during December. The yield, as compared with last year, is estimated by five to be 20 per cent, by eleven 10 per cent, and by eleven 5 per cent more, by fourteen about the same, by seven 10 per cent, and by seven 15 per cent less. About half report that little or no damage has been done by frost, while the other half state that nearly all late cotton has been partly or wholly destroyed. Rain has damaged the unopened bolls more than frost, and from this cause most of the unopened bolls will rot. Those reporting an increase in the yield do not estimate that it will be as great as last year per acre, but attribute it mostly to increase in acreage planted and greater use of fertilizers. The proportion of the crop that has been marketed is estimated at from 75 to 90 per cent.

Savannah Department.

This report covers the *State of Georgia* and the *State of Florida*. The report is prepared and issued by the Savannah Cotton Exchange, through their Committee on Information and Statistics, composed of J. H. Johnston, Clavius Phillips, J. J. Wilder, L. G. Young and F. M. Farley.

Georgia.—78 replies from 53 counties.

The weather was rainy throughout the month, and was far less favorable than last year. Three-quarters to seven-eighths of the crop has been gathered. That remaining in the fields is in very poor condition. Nothing is expected from the top crop, wet and frost having caused the unopened cotton in the bolls to rot. About three-fourths of that gathered has been marketed. In the southern portion of the State reports represent an increase of production over last year. This is about lost in other sections, so that even taking increased acreage into account, the yield of this State will hardly exceed that of last year.

Florida.—20 replies from 9 counties.

There was rainy weather throughout the entire month. Seven-eighths of the crop is reported as gathered, and three-quarters marketed. The turnout will not vary much from last season, which was rather a poor crop. The yield promised well in August, but worms, rust and then storms and continued rains have materially cut off the prospect. The sea island crop has been affected by bad weather like the upland. Picking is nearly finished. Some localities report a decrease from last year, while others a slight increase. The result, however, will be about the same as last year.

Mobile Department

covers the *State of Alabama* as far north as the summit of the Sand Mountains, and the following *Counties in Mississippi*: Wayne, Clark, Jasper, Lauderdale, Newton, Kemper, Neshoba, Neshobee, Winston, Lowndes, Oktibbeha, Clay, Monroe, Chicasso, Itawamba, Lee, Pontotoc, Prentiss, Alcorn and Tishamingo. The report is prepared and issued by the Mobile Cotton Exchange, through their Committee on Information and Statistics, composed of T. K. Irwin, Chairman, Julius Butner, S. Haas, G. Thos. Cox and G. L. Hopkins.

Alabama.—41 counties, 59 replies.

The weather during the month of November was cold and rainy, and, as compared with last year, less favorable for gathering the crop. About an average of 87 per cent of the crop has been picked, and all will be gathered about the middle of December. The yield, as compared with last year, is estimated in 27 of the most productive counties at an average of 17 per cent less. (Some of these counties report an increased yield of from 5 to 16 per cent, and others a decreased yield of 50 per cent. In the poorer counties the yield is estimated at 8 per cent less.) The injury from frost was slight, the continuing cold rain doing the damage. It is estimated that about 65 per cent of the crop has been marketed.

Mississippi.—20 counties, 30 replies.

The weather in this State has been the same as in Alabama and less favorable than last year. About 80 per cent of the crop has been picked, and all will be gathering between the middle and last of Decem-

ber. The average yield is estimated at 11 per cent less than last year. (Two of the most productive counties and one poor county report an increase.) The damage from frost was slight. About 57 per cent of the crop is reported as having been marketed.

New Orleans Department

covers that part of the State of Mississippi not appertained to the Memphis and Mobile Cotton Exchanges; the entire State of Louisiana, and the State of Arkansas south of the Arkansas River. The report is prepared and issued by the New Orleans Cotton Exchange, through their Committee on Information and Statistics, composed of Wm. A. Gwyn, Chairman, W. H. Howcott, W. A. Peule, Scott McGhee, John Lawson, E. M. Hogan and J. P. N. Baquie.

Louisiana.—113 replies from 34 parishes; average date November 30.

Without an exception our correspondents report heavy and continual rainfall throughout the month, with damaging results. There has been only five to six picking days during the month. In the northern portion of the State considerable sleet and snow has fallen.

Weather as compared with last year decidedly less favorable for gathering crop. The average portion of crop picked is 70 per cent.

The date when remainder of crop will have been gathered depends entirely on the condition of the weather from this time on.

The yield per acre as compared with last year is reported to be 32½ per cent less, except in the parishes of East Baton Rouge and the Felicianas, which report an increase of 15 per cent.

Damage by frost slight.

There has been on an average 50 per cent of the crop marketed.

Complaints of heavy loss from cotton rotting and wasting in the fields. During the continued bad weather cattle have broken into fields doing considerable damage by eating and knocking cotton out of bolls.

Mississippi.—35 counties, 137 replies; average date November 30.

The weather is generally reported as extremely unfavorable for gathering the crop. Owing to excessive heavy rains during the entire month, there has been only a few days' picking, and, as compared with last year, decidedly less favorable. There has been an average of 72 per cent of the crop picked, and much will depend on the character of the weather as to when the remainder will be gathered. The yield per acre is reported to be 32 per cent less than last year. The damage by frost is slight. About 52 per cent of the crop is marketed. We have universal complaint of great damage from snow, sleet and cotton rotting in the fields. The bottom lands have been generally overflowed, and much of the open cotton washed away and abandoned.

Arkansas.—136 replies from 32 (of 34) counties; average date November 30.

The weather has been extremely unfavorable—excessive, continuous rains, with heavy sleet, snow and ice have prevented the gathering of the crop and have damaged it to a great extent. A comparison with last season is needless, as many reports show from two to five days only as fit for field work during the month. Sixty-three per cent of the crop is picked, and it depends on the weather as to when it will be finished. The yield per acre is 29 per cent less than last year—in all the counties except in Sebastian county—where, if it can be saved, the yield will be the same. No special damage by frost is reported.

Galveston Department

covers the State of Texas, and was prepared and issued by the Galveston Cotton Exchange, through their committee on Information and Statistics, composed of J. D. Skinner, Chairman, H. Dreier, T. J. McCarty, J. M. King and Chas. Kellner.

Texas.—121 answers from 87 counties.

1. All correspondents report the weather, since Nov. 1, wet and unfavorable.

2. All but two report the weather less favorable than same time last year.

3. Our replies indicate a saving of 75 per cent of the crop, and the gathering of the remainder depending upon the weather from now on.

4. Ten estimate the yield greater than last year; 18 the same; 4 less; 89 show an average increase of 20 per cent.

5. Sixty-one report no damage by frost; 27 report some damage by frost; 33 report an average of 18 per cent damage by frost.

6. The proportion of the crop marketed is estimated at 58 per cent.

Many of our correspondents complain of rain, cold, sleet and snow during the month of November, which interfered with outdoor labor.

Memphis Department

covers the State of Tennessee west of the Tennessee River, and the following Counties in Mississippi: Coahoma, Panola, Lafayette, Marshall, De Soto, Tunica, Benton and Tippah, and the State of Arkansas north of the Arkansas River. The report is prepared and issued by the Memphis Cotton Exchange, through their Committee on Information and Statistics, composed of Samuel M. Gates, Secretary and Superintendent, H. M. Neely, H. C. Hanson, T. H. Hartman, H. F. Rose, H. Furstenheim, W. A. Gage and J. C. Johnson.

West Tennessee.—43 responses.

Weather.—All report the weather for month of November almost without precedent for continued rains, snow or sleet; 19 mention that there had not been over four to five days intermission, and that these days were cloudy and cold. Compared with November, 1879—All report very much less favorable, owing to continued wet weather. Crop Picking—Is reported, variously, from 50 to 80 per cent completed, averaging 70½ per cent; 34 report will be completed when weather admits; 9 only venture to name months, and these qualify by saying if weather admits. Yield—The yield per acre is estimated at from about same to 50 per cent less, averaging 31 per cent less. Frost Damage—7 report damage by frost at from 1 to 10 per cent, 36 report no damage; average three-quarters of 1 per cent. Crop Marketed—Estimates range from 37 to 70, averaging 52 per cent of crop marketed from plantation. Miscellaneous—See aggregate.

North Mississippi.—40 responses.

The weather and comparison with November, 1879, is reported the same throughout this entire department, as given for West Tennessee. Crop Picking—Estimated at 50 to 90 per cent completed, averaging 64 per cent; 29 report will be completed when weather admits; 11 give dates from January 1 to February 1, with proviso that weather permits. Yield—Estimates of average yield range from 10 per cent increase to 50 per cent less, averaging 24½ per cent less than last year. Frost Damage—Comparatively nothing. Crop Marketed—Estimates range from 25 to 66 per cent of crop marketed, averaging 42½ per cent. Miscellaneous—See aggregate.

Arkansas, North of Arkansas River.—42 responses.

Weather and Comparison—See above. Crop Picked Out—Estimates range from 40 to 75 per cent, averaging 56½ per cent; 37 report picking will be completed when weather permits, 5 mention January 15 to March 1, if weather is good. Yield—Is estimated at from 33 per cent more to 49 per cent less per acre than 1879, averaging 15½ per cent less. Frost Damage—34 report no frost damage, 8 report from 5 to 15 per cent, averaging 1½ per cent damage. Crop Marketed—Estimates range from 25 to 75 per cent, averaging 44 per cent of crop marketed. Miscellaneous—See aggregate.

North Alabama.—10 responses.

Weather and Comparison—See above. Crop Picking—Is estimated at

from 50 to 85, averaging 66 per cent gathered; completion when weather permits. Yield—Is reported at about same to 30 per cent less, averaging 1½ per cent less than 1879. Frost Damage—None reported. Crop Marketed—20 to 75 per cent, averaging 40 per cent of crop reported and marketed. Miscellaneous—Labor much discouraged; many abandoned cotton, seeking other employment. Much complaint of destruction of cotton by cattle and hogs.

AGGREGATE—(125 responses.)

Weather for November—All report almost continuous rain, snow sleet and unprecedently cold for November. Compared with same month, 1879, all report very much less favorable, owing to excessive rains, snow and cold weather. Crop Picking—Is estimated at from 50 to 90 per cent completed, averaging 63 per cent. As to consumption of picking, 110 give indefinite time, predicated upon the future weather; 15 mention from January 1 to March 1, with proviso of good weather. Yield—116 report 10 to 50 per cent less; 9 an increase of 5 to 33 per cent, averaging 23½ per cent less per acre than last year. Frost—101 report no danger by frost; 24 a damage of 1 to 10 per cent, averaging 1¼ per cent damage. Crop Marketed—The proportion of crop marketed is variously estimated at from 25 to 75 per cent, averaging 46 per cent. Miscellaneous—Under this head there is much complaint of laborers deserting their cotton fields for other labor; that much of the cotton yet in the field has not been opened and is seriously rotting. There is no complaint of cotton falling out by reason of bad weather, but where wild stock break in (both cattle and hogs) there has been much damage resulting, and from general tenor of correspondents your committee believe this has been serious.

GUNNY BAGS, BAGGING, &c.—Bagging continues to move only in small parcels, for consumers' wants, and even this demand is slackening up. This is only to be looked for at this season, and but little increase can be expected before the new year. Prices are rather easy, and a round lot could be obtained at a low figure. For small parcels buyers are paying 9½¢ for 1¼ lbs., 10¢@10½¢ for 2 lbs., and 11¼¢@11½¢ for standard qualities. Butts are also in the same position, and beyond a light jobbing inquiry there is little of interest to note. Holders are not pressing goods, and are quoting 2½¢@2¾¢ according to grade, but there are some sellers who are willing to accept a shade below, and a few small lots are reported as having been taken at 2½¢.

COMPARATIVE PORT RECEIPTS AND DAILY CROP MOVEMENT.—

	1880.	1879.	1878.	1877.	1876.	1875.
Tot. Nv 30	2,433,297	2,164,407	1,757,349	1,499,517	1,513,520	1,519,509
Dec. 1....	26,647	52,479	8.	21,397	30,824	22,842
" 2....	29,216	30,886	39,978	8.	21,099	26,301
" 3....	48,897	28,110	40,894	40,703	8.	20,856
" 4....	30,346	25,675	23,532	27,179	44,873	35,581
" 5....	8.	49,608	30,938	20,766	31,662	8.
" 6....	63,166	36,046	58,291	36,219	32,225	30,511
" 7....	36,174	8.	25,563	23,111	24,767	29,087
" 8....	29,263	43,236	8.	22,784	33,072	26,812
" 9....	25,055	34,502	58,561	8.	26,981	22,943
" 10....	59,133	37,914	23,693	47,969	8.	25,918
" 11....	41,993	33,164	30,836	35,816	42,863	20,385
" 12....	8.	50,014	30,614	25,895	29,247	8.
" 13....	42,522	37,733	46,021	39,011	29,426	49,512
" 14....	30,650	8.	26,923	31,300	33,977	30,833
" 15....	33,332	45,251	8.	32,893	35,612	35,699
" 16....	40,452	30,412	52,464	8.	24,479	26,682
" 17....	49,541	32,588	33,308	50,328	8.	31,592
Total....	3,019,634	2,732,025	2,283,972	1,959,908	2,253,747	1,955,062
Percentage of total p't rec'ds Dec. 17	54.62	51.35	43.10	55.81	46.65	

This statement shows that the receipts since Sept. 1 up to to-night are now 287,659 bales more than they were to the same day of the month in 1879 and 735,712 bales more than they were to the same day of the month in 1878. We add to the table the percentages of total port receipts which had been received to December 17 in each of the years named.

INDIA COTTON MOVEMENT FROM ALL PORTS.—The figures which are now collected for us, and forwarded by cable each Friday, of the shipments from Calcutta, Madras, Tuticorin, Carwar, &c., enable us, in connection with our previously-received report from Bombay, to furnish our readers with a full and complete India movement for each week. We first give the Bombay statement for the week and year, bringing the figures down to Dec. 16.

BOMBAY RECEIPTS AND SHIPMENTS FOR FOUR YEARS.

Year	Shipments this week.			Shipments since Jan. 1.			Receipts.	
	Great Britain.	Continent.	Total.	Great Britain.	Continent.	Total.	This Week.	Since Jan. 1.
1880	1,000	.....	1,000	368,000	526,000	894,000	17,000	1,168,000
1879	.....	11,000	11,000	260,000	379,000	639,000	8,000	1,665,000
1878	.....	.....	.....	323,000	401,000	724,000	6,600	318,000
1877	3,000	2,000	5,000	355,000	436,000	821,000	13,000	1,096,000

According to the foregoing Bombay appears to show an increase compared with last year in the week's receipts of 9,000 bales, and a decrease in shipments of 10,000 bales, while the shipments since January 1 show an increase of 255,000 bales. The movement at Calcutta, Madras, Tuticorin, Carwar, &c., for the same week and years has been as follows.

CALCUTTA, MADRAS, TUTICORIN, CARWAR, RANGOON AND KURACHEE.

Year.	Shipments this week.			Shipments since January 1.		
	Great Britain.	Continent.	Total.	Great Britain.	Continent.	Total.
1880.....	9,000	1,000	10,000	223,000	87,000	310,000
1879.....	.....	.....	.....	213,000	112,000	325,000
1878.....	.....	1,000	1,000	144,000	72,000	216,000
1877.....	.....	.....	.....	79,000	51,000	130,000

The above totals for this week show that the movement from the ports other than Bombay is 10,000 bales more than for the same week last year. For the whole of India, therefore, the total shipments this week and since January 1, 1880, and for the cor-

responding weeks and periods of the two previous years, are as follows.

EXPORTS TO EUROPE FROM ALL INDIA.						
Shippers to all Europe from—	1880.		1879.		1878.	
	This week.	Since Jan. 1.	This week.	Since Jan. 1.	This week.	Since Jan. 1.
Bombay.....	1,000	894,000	11,000	639,000	1,000	724,000
All other ports.....	10,000	310,000	.....	325,000	.....	216,000
Total.....	11,000	1,204,000	11,000	964,000	1,000	940,000

This last statement affords a very interesting comparison of the total movement for the week ending Dec. 16, and for the three years up to date, at all India ports.

ALEXANDRIA RECEIPTS AND SHIPMENTS.—Through arrangements we have made with Messrs. Davies, Benachi & Co., of Liverpool and Alexandria, we now receive a weekly cable of the movements of cotton at Alexandria, Egypt. The following are the receipts and shipments for the past week and for the corresponding week of the previous two years.

Alexandria, Egypt, Dec. 16						
Receipts (cantars) —	1880.		1879.		1878.	
	This week.	Since Sept. 1.	This week.	Since Sept. 1.	This week.	Since Sept. 1.
This week.....	140,000	.....	200,000	.....	80,000	.....
Since Sept. 1.....	1,355,500	.....	2,140,000	.....	925,000	.....

Exports (bales) —	1880.		1879.		1878.	
	This week.	Since Sept. 1.	This week.	Since Sept. 1.	This week.	Since Sept. 1.
To Liverpool.....	17,000	92,000	11,000	146,606	3,000	65,500
To Continent.....	7,761	31,992	10,020	68,850	.....	29,500
Total Europe.....	24,761	123,992	21,020	215,456	3,000	95,000

A cantar is 98 lbs.

Our total exports from Alexandria for the present season have been erroneous the past two weeks, the figures having been added to the totals of last year. We have corrected them to-day.

This statement shows that the receipts for the week ending Dec. 16 were 140,000 cantars and the shipments to all Europe were 24,761 bales.

MANCHESTER MARKET.—Our report received from Manchester to-night states that prices have advanced for both twist and shirtings, but the market is now quieter at the advance. We give the prices of to-day below, and leave previous weeks' prices for comparison:

	1880.						1879.					
	32s Cop. Twist.	8 1/4 lbs. Shirtings.	8 1/4 lbs. Shirtings.	8 1/4 lbs. Shirtings.	8 1/4 lbs. Shirtings.	8 1/4 lbs. Shirtings.	32s Cop. Twist.	8 1/4 lbs. Shirtings.	8 1/4 lbs. Shirtings.	8 1/4 lbs. Shirtings.	8 1/4 lbs. Shirtings.	8 1/4 lbs. Shirtings.
Oct. 15	d. 9 1/4 @ 9 1/2	s. d. 8 @ 9	s. d. 8 @ 9	s. d. 8 @ 9	s. d. 8 @ 9	s. d. 8 @ 9	d. 9 1/4 @ 9 1/2	s. d. 8 @ 9	s. d. 8 @ 9	s. d. 8 @ 9	s. d. 8 @ 9	s. d. 8 @ 9
" 22	9 1/4 @ 9 1/2	8 1/2 @ 9	8 1/2 @ 9	8 1/2 @ 9	8 1/2 @ 9	8 1/2 @ 9	9 1/4 @ 9 1/2	8 1/2 @ 9	8 1/2 @ 9	8 1/2 @ 9	8 1/2 @ 9	8 1/2 @ 9
" 29	9 1/4 @ 9 1/2	8 1/2 @ 9	8 1/2 @ 9	8 1/2 @ 9	8 1/2 @ 9	8 1/2 @ 9	9 1/4 @ 9 1/2	8 1/2 @ 9	8 1/2 @ 9	8 1/2 @ 9	8 1/2 @ 9	8 1/2 @ 9
Nov. 5	9 1/4 @ 9 1/2	8 1/2 @ 9	8 1/2 @ 9	8 1/2 @ 9	8 1/2 @ 9	8 1/2 @ 9	9 1/4 @ 9 1/2	8 1/2 @ 9	8 1/2 @ 9	8 1/2 @ 9	8 1/2 @ 9	8 1/2 @ 9
" 12	9 1/4 @ 9 1/2	8 1/2 @ 9	8 1/2 @ 9	8 1/2 @ 9	8 1/2 @ 9	8 1/2 @ 9	9 1/4 @ 9 1/2	8 1/2 @ 9	8 1/2 @ 9	8 1/2 @ 9	8 1/2 @ 9	8 1/2 @ 9
" 19	9 1/4 @ 9 1/2	8 1/2 @ 9	8 1/2 @ 9	8 1/2 @ 9	8 1/2 @ 9	8 1/2 @ 9	9 1/4 @ 9 1/2	8 1/2 @ 9	8 1/2 @ 9	8 1/2 @ 9	8 1/2 @ 9	8 1/2 @ 9
" 26	9 1/4 @ 9 1/2	8 1/2 @ 9	8 1/2 @ 9	8 1/2 @ 9	8 1/2 @ 9	8 1/2 @ 9	9 1/4 @ 9 1/2	8 1/2 @ 9	8 1/2 @ 9	8 1/2 @ 9	8 1/2 @ 9	8 1/2 @ 9
Dec. 3	9 1/4 @ 9 1/2	8 1/2 @ 9	8 1/2 @ 9	8 1/2 @ 9	8 1/2 @ 9	8 1/2 @ 9	9 1/4 @ 9 1/2	8 1/2 @ 9	8 1/2 @ 9	8 1/2 @ 9	8 1/2 @ 9	8 1/2 @ 9
" 10	9 1/4 @ 9 1/2	8 1/2 @ 9	8 1/2 @ 9	8 1/2 @ 9	8 1/2 @ 9	8 1/2 @ 9	9 1/4 @ 9 1/2	8 1/2 @ 9	8 1/2 @ 9	8 1/2 @ 9	8 1/2 @ 9	8 1/2 @ 9
" 17	9 1/4 @ 9 1/2	8 1/2 @ 9	8 1/2 @ 9	8 1/2 @ 9	8 1/2 @ 9	8 1/2 @ 9	9 1/4 @ 9 1/2	8 1/2 @ 9	8 1/2 @ 9	8 1/2 @ 9	8 1/2 @ 9	8 1/2 @ 9

SHIPPING NEWS.—The exports of cotton from the United States the past week, as per latest mail returns, have reached 300,091 bales. So far as the Southern ports are concerned, these are the same exports reported by telegraph, and published in the CHRONICLE last Friday. With regard to New York, we include the manifests of all vessels cleared up to Wednesday night of this week.

		Total bales.
NEW YORK—To Liverpool, per steamers Erin, 1,853....Batavia,	503....Germany, 1,065.....	3,422
To Hull, per steamer Rio de Janeiro, 1,032....Marengo, 698.....		1,750
To Havre, per ship Union, 865.....		865
To Bremen, per steamer Main, 1,223.....		1,223
To Hamburg, per steamer Letting, 905.....		905
To Antwerp, per steamer Jan Breydel, 1,153.....		1,153
NEW ORLEANS—To Liverpool, per steamer Stanmore, 4,750, and 28 bales Sea Island seed cotton....per ships Melmerby, 5,115....Peruvian Congress, 4,583....Wm. Tapscott, 5,542.....		36,547
Bombay, 3,221....Shannon, 2,325....Lydia Skolfield, 4,371....Virginia, 3,580....per bark Reynard, 2,560.....		7,311
To Havre, per ships City of Boston (additional), 149....Palmas, 4,778....per bark Georges, 2,384.....		10,800
To Bremen, per steamer Adirondack, 5,400....per ship Friedrich, 5,400.....		475
To Rotterdam, per steamer Cid, 475.....		9,940
To Reval, per steamers Prinz Friedrich Carl, 4,710.....		5,003
Compton, 5,230.....		2,001
To Sebastopol, per steamer Ganos, 5,003.....		1,800
To Malaga, per bark Emilia T. 2,001.....		1,000
To Genoa, per bark Phison, 1,800.....		2,004
To Naples, per bark Phison, 1,000.....		6,728
MOBILE—To Havre, per bark Crescent, 2,004.....		1,302
CHARLESTON—To Liverpool, per steamer Craigforth, 2,461 Up-land, and 262 Sea Island....per ships Ventus, 3,794 Up-land, and 260 Sea Island....Richard III. (additional), 11 Sea Island.....		1,410
To Havre, per bark Juno, 1,200 Upland, and 102 Sea Island		1,344
To Rouen, per bark Henry Knight, 1,410 Upland.....		1,031
To Hamburg, per bark Kordalea, 1,344 Upland.....		3,800
To Antwerp, per bark Geo. F. Kemp, 1,031 Upland.....		3,700
To Reval, per steamer Maharajah, 3,800 Upland.....		2,080
To Sebastopol, per steamer Komulus, 3,700 Upland.....		4,245
To Barcelona, per bark Dolores, 1,640 Upland....per brig Salvador, 410 Upland.....		2,923
PORT ROYAL—To Liverpool, per steamer Parklands, 4,145 Up-land, and 100 Sea Island.....		6,754
SAVANNAH—To Liverpool, per bark Glen Monarch, 2,708 Up-land, and 215 Sea Island.....		4,029
To Bremen, per steamer Alverton, 4,004 Upland....per bark Columbia, 2,750 Upland.....		
To Amsterdam, per barks Jacob Aall, 1,669 Upland....Mis-issippi, 2,360 Upland.....		

		Total bales.
To Reval, per steamers Castella, 7,102 Upland....Farnley, 5,950 Upland.....		13,052
To Barcelona, per bark India, 700 Upland.....		700
To Genoa, per bark Ocean, 1,650 Upland.....		1,650
TEXAS—To Liverpool, per steamers Cadexon, 4,819....Excel-ent, 4,338....Pedro, 2,760....per barks Brenham, 2,157 Sirius, 1,338.....		15,412
To Havre, per bark Glint, 2,096.....		2,096
To Bremen, per steamer Propitious, 5,033.....		5,033
To Amsterdam, per bark Staatsraad Broek, 1,113.....		1,113
WILMINGTON—To Liverpool, per barks Rektor Steen, 1,180....George Davis, 2,562....Star of Hope, 1,045....Atlantic, 1,585....A. M. Schweigaard, 1,688....Hope, 2,540.....		10,600
To Queenstown or Falmouth, per bark Neptun, 1,525.....		1,525
To Hamburg, per bark Nordenfjeld, 1,753.....		1,753
To Amsterdam, per bark Frank, 1,209.....		1,209
NORFOLK—To Liverpool, per steamers Yurac Bat, 4,750....Mary Tatham, 4,202....Aurora, 3,270....per bark Condor, 3,500.....		15,722
BALTIMORE—To Liverpool, per steamer Venezuelan (additional), 426.....		426
To Bremen, per steamer Leipzig, 1,596.....		1,596
BOSTON—To Liverpool, per steamers Prussian, 200....Atlas, 297....Samaria, 231....Polynesia, 145.....		873
PHILADELPHIA—To Liverpool, per steamer British Crown, 1,729.....		1,729
SAN FRANCISCO—To Liverpool, per Dundonald, 7 (foreign).....		7
Total.....		200,091

The particulars of these shipments, arranged in our usual form, are as follows.

	Antw'p.						Total.
	Liver- pool.	Havre and Rouen.	Bremen and Hamburg.	Amst'dam and Rotterdam.	Reval and Stockholm.	Barce- lona and Malaga.	
New York.....	3,422	865	2,128	1,153	.....	.....	9,318
N. Orleans.....	36,547	7,311	10,500	47,143	2,001	2,800	74,877
Mobile.....	.....	2,004	.....	.....	.....	.....	2,004
Charleston.....	6,728	2,712	1,344	1,031	7,500	2,030	21,445
Port Royal.....	4,245	.....	.....	.....	.....	.....	4,245
Savannah.....	2,923	.....	6,754	4,029	13,052	700	29,108
Texas.....	15,412	2,096	5,033	1,113	.....	.....	23,654
Wilmington.....	10,600	.....	1,753	1,209	.....	.....	13,567
Norfolk.....	15,722	.....	.....	.....	.....	.....	15,722
Baltimore.....	426	.....	1,596	.....	.....	.....	2,022
Boston.....	873	.....	.....	.....	.....	.....	873
Philadelphia.....	1,729	.....	.....	.....	.....	.....	1,729
S. Francisco.....	7	.....	.....	.....	.....	.....	7
Total.....	98,634	14,988	29,408	9,060	35,495	4,781	200,091

Included in the above totals are, from New York, 1,750 bales to Hull, and from Wilmington 1,525 bales to Queenstown or Falmouth.

Below we give all news received to date of disasters to vessels carrying cotton from United States ports, etc.:

ALGITHA, steamer (Br.), Barwise, from New Orleans to Liverpool, which put into St. Johns, N. F., with her cargo on fire, and there discharged, reloaded, and left for destination December 7th.

COTTON PLANT, steamer, belonging to the Old Dominion Steamship Co., was burned on Dec. 11th while lying at her wharf at Tarboro, N. C. Her cargo of 140 bales of cotton and other merchandise was also destroyed. The steamer, valued at \$7,000, and her cargo, were insured.

KITTY N.Y.E. steamboat, with 156 bales of cotton on board, was burned to the water's edge on Dec. 12, below Monticello, on the Pearl River.

WEARMOUTH, steamer, from Charleston for Sebastopol, with 4,750 bales of cotton, in proceeding to sea Dec. 15, went ashore on the north breaker of the bar. Steamers have been sent to her assistance.

Cotton freights the past week have been as follows:

	Satur.	Mon.	Tues.	Wednes.	Thurs.	Fri.
Liverpool, steam d.	3 1/4 @ 4	3 1/4 @ 4	3 1/4 @ 4	3 1/4 @ 4	3 1/4 @ 4	3 1/4 @ 4
Do sail.....d.	3 1/4 @ 4	3 1/4 @ 4	3 1/4 @ 4	3 1/4 @ 4	3 1/4 @ 4	3 1/4 @ 4
Havre, steam.....c.	5 1/2 @ 1 1/2	5 1/2 @ 1 1/2	5 1/2 @ 1 1/2	5 1/2 @ 1 1/2	5 1/2 @ 1 1/2	5 1/2 @ 1 1/2
Do sail.....c.	5 1/2 @ 1 1/2	5 1/2 @ 1 1/2	5 1/2 @ 1 1/2	5 1/2 @ 1 1/2	5 1/2 @ 1 1/2	5 1/2 @ 1 1/2
Bremen, steam.....c.	5 1/2 @ 1 1/2	5 1/2 @ 1 1/2	5 1/2 @ 1 1/2	5 1/2 @ 1 1/2	5 1/2 @ 1 1/2	5 1/2 @ 1 1/2
Do sail.....c.	5 1/2 @ 1 1/2	5 1/2 @ 1 1/2	5 1/2 @ 1 1/2	5 1/2 @ 1 1/2	5 1/2 @ 1 1/2	5 1/2 @ 1 1/2
Hamburg, steam.....d.	5 1/2 @ 1 1/2	5 1/2 @ 1 1/2	5 1/2 @ 1 1/2	5 1/2 @ 1 1/2	5 1/2 @ 1 1/2	5 1/2 @ 1 1/2
Do sail.....d.	5 1/2 @ 1 1/2	5 1/2 @ 1 1/2	5 1/2 @ 1 1/2	5 1/2 @ 1 1/2	5 1/2 @ 1 1/2	5 1/2 @ 1 1/2
Amst'd'm, steam.....c.	11 1/2 @ 3 1/4	11 1/2 @ 3 1/4	11 1/2 @ 3 1/4	11 1/2 @ 3 1/4	11 1/2 @ 3 1/4	11 1/2 @ 3 1/4
Do sail.....c.	11 1/2 @ 3 1/4	11 1/2 @ 3 1/4	11 1/2 @ 3 1/4	11 1/2 @ 3 1/4	11 1/2 @ 3 1/4	11 1/2 @ 3 1/4
Baltic, steam.....d.	7 1/2 @ 1 1/2	7 1/2 @ 1 1/2	7 1/2 @ 1 1/2	7 1/2 @ 1 1/2	7 1/2 @ 1 1/2	7 1/2 @ 1 1/2
Do sail.....c.	7 1/2 @ 1 1/2	7 1/2 @ 1 1/2	7 1/2 @ 1 1/2	7 1/2 @ 1 1/2	7 1/2 @ 1 1/2	7 1/2 @ 1 1/2

LIVERPOOL.—By cable from Liverpool, we have the following statement of the week's sales, stocks, &c., at that port:

	Nov. 26.	Dec. 3.	Dec. 10.	Dec. 17.
Sales of the week.....bales.	82,000	66,000	65,000	86,000
Sales American.....	58,000	47,000	51,000	66,000
Of which exporters took.....	10,000	9,100	5,100	7,200
Of which speculators took.....	8,800	9,100	4,300	5,700
Actual export.....	7,600	8,800	12,000	9,000
Forwarded.....	18,500	16,000	17,500	18,500
Total stock—Estimated.....	435,000	441,000	453,000	426,000
Of which American—Estim'd.....	318,000	321,000	343,000	321,000
Total import of the week.....	32,000	79,000	98,000	73,000
Of which American.....	72,000	59,000	87,000	58,000
Amount afloat.....	236,000	232,000	291,000	340,000
Of which American.....	219,000	266,000	275,000	323,000

The tone of the Liverpool market for spots and futures each day of the week ending Dec. 17, and the daily closing prices of spot cotton, have been as follows:

Spot.	Saturday	Monday	Tuesday	Wednes.	Thurs'dy.	Friday.
Market, 12:30 P.M.	Steady.	Firm.	Steady.	Strong.	Quieter.	Steady.
Mid. Up'ds	6 1/2	6 1/2	6 1/2	6 1/2	6 1/2	6 1/2
Mid. Or'ns.	6 1/2	6 1/2	6 1/2	6 1/2	6 1/2	6 1/2
Market, 5 P.M.	—	—	—	—	—	—
Sales.....	12,000	12,000	10,000	20,000	12,000	12,000
Spec. & exp.	2,000	2,000	2,000	8,000	2,000	2,000
Futures.						
Market, 5 P.M.	Steady.	Barely steady.	Offerings free.	Weak.	Flat.	Dull and easier.

The actual sales of futures at Liverpool for the same week are given below. These sales are on the basis of Uplands, Low Middling clause, unless otherwise stated.

SATURDAY.			
Delivery.	d.	Delivery.	d.
Dec.....	6 ¹¹ / ₁₆	Jan.-Feb.....	6 ¹¹ / ₁₆
Dec.-Jan.....	6 ¹¹ / ₁₆	Jan.-Feb.....	6 ¹¹ / ₁₆
Jan.-Feb.....	6 ¹¹ / ₁₆	Feb.-Mar.....	6 ¹¹ / ₁₆
Feb.-Mar.....	6 ¹¹ / ₁₆	Mar.-Apr.....	6 ¹¹ / ₁₆
Mar.-Apr.....	6 ¹¹ / ₁₆		

MONDAY.			
Delivery.	d.	Delivery.	d.
Dec.....	6 ¹¹ / ₁₆	Jan.-Feb.....	6 ¹¹ / ₁₆
Dec.-Jan.....	6 ¹¹ / ₁₆	Jan.-Feb.....	6 ¹¹ / ₁₆
Jan.-Feb.....	6 ¹¹ / ₁₆	Feb.-Mar.....	6 ¹¹ / ₁₆
Feb.-Mar.....	6 ¹¹ / ₁₆	Mar.-Apr.....	6 ¹¹ / ₁₆
Mar.-Apr.....	6 ¹¹ / ₁₆		

TUESDAY.			
Delivery.	d.	Delivery.	d.
Dec.....	6 ¹¹ / ₁₆	Jan.-Feb.....	6 ¹¹ / ₁₆
Dec.-Jan.....	6 ¹¹ / ₁₆	Jan.-Feb.....	6 ¹¹ / ₁₆
Jan.-Feb.....	6 ¹¹ / ₁₆	Feb.-Mar.....	6 ¹¹ / ₁₆
Feb.-Mar.....	6 ¹¹ / ₁₆	Mar.-Apr.....	6 ¹¹ / ₁₆
Mar.-Apr.....	6 ¹¹ / ₁₆		

WEDNESDAY.			
Delivery.	d.	Delivery.	d.
Dec.....	6 ¹¹ / ₁₆	Jan.-Feb.....	6 ¹¹ / ₁₆
Dec.-Jan.....	6 ¹¹ / ₁₆	Jan.-Feb.....	6 ¹¹ / ₁₆
Jan.-Feb.....	6 ¹¹ / ₁₆	Feb.-Mar.....	6 ¹¹ / ₁₆
Feb.-Mar.....	6 ¹¹ / ₁₆	Mar.-Apr.....	6 ¹¹ / ₁₆
Mar.-Apr.....	6 ¹¹ / ₁₆		

THURSDAY.			
Delivery.	d.	Delivery.	d.
Dec.....	6 ¹¹ / ₁₆	Jan.-Feb.....	6 ¹¹ / ₁₆
Dec.-Jan.....	6 ¹¹ / ₁₆	Jan.-Feb.....	6 ¹¹ / ₁₆
Jan.-Feb.....	6 ¹¹ / ₁₆	Feb.-Mar.....	6 ¹¹ / ₁₆
Feb.-Mar.....	6 ¹¹ / ₁₆	Mar.-Apr.....	6 ¹¹ / ₁₆
Mar.-Apr.....	6 ¹¹ / ₁₆		

FRIDAY.			
Delivery.	d.	Delivery.	d.
Dec.....	6 ¹¹ / ₁₆	Jan.-Feb.....	6 ¹¹ / ₁₆
Dec.-Jan.....	6 ¹¹ / ₁₆	Jan.-Feb.....	6 ¹¹ / ₁₆
Jan.-Feb.....	6 ¹¹ / ₁₆	Feb.-Mar.....	6 ¹¹ / ₁₆
Feb.-Mar.....	6 ¹¹ / ₁₆	Mar.-Apr.....	6 ¹¹ / ₁₆
Mar.-Apr.....	6 ¹¹ / ₁₆		

BREADSTUFFS.

FRIDAY, P. M., Dec. 17, 1880.

The flour market has been dull, and prices were drooping throughout most of the past week. Supplies were very liberal at all points, and there was very little demand except for the extreme low grades (No. 2 and superfine) and the choice "patents" from spring wheat. These were in some request, but the low grades finally developed weakness, and to-day the whole market was much depressed, involving a general reduction of figures, and not much inquiry at the decline.

The wheat market has been variable. The export demand has latterly been quite small, and at the close the English shippers generally reduced bids to \$1 18 for No. 2 red winter on the spot, with options for February selling at \$1 23, and No. 1 white, same delivery, \$1 20. The chief support to the market has been speculative, but this has weakened under liberal receipts at the West, accumulating stocks and dull foreign advices, and to-day a firm opening was followed by a decline.

Indian corn has had a fair sale at slightly varying prices, and the close is without important change, though showing to-day a downward tendency; and boat-loads of No. 2 mixed were not salable at over 58c. The movement is free for the season. The receipts of new Southern corn continue in small parcels, which sell at very irregular prices. Rye is more firmly held. Barley has met with a fair demand at generally firm prices, No. 2 Canada selling to-day at \$1 15; but some revision is made in quotations for State barley.

Oats have been fairly active for speculation, and No. 2 mixed sold to-day at 44½c. for January and 45½c. for February; but lots on the spot and prices easier.

The following are closing quotations:

Flour.		Grain.	
No. 2.....	\$3 15 @ 3 50	Wheat.....	
Winter superfine.....	3 75 @ 4 00	No. 3 spring, 9 bu.....	\$1 12 @ 1 14
Spring superfine.....	3 50 @ 3 75	No. 2 spring.....	1 16 @ 1 20
Spring wheat extras.....	4 40 @ 4 65	Red winter.....	1 15 @ 1 25
do XX and XXX.....	4 85 @ 5 50	Red winter, No. 2.....	1 19 @ 1 20
Winter ship'g extras.....	4 75 @ 5 15	White.....	1 12 @ 1 18
do XX and XXX.....	5 35 @ 6 50	Corn—West, mixed.....	55 @ 58½
Patents.....	7 00 @ 9 00	West'n No. 2.....	57½ @ 58½
City shipping extras.....	4 65 @ 5 65	South, yell'w, new.....	56 @ 58
Southern, bakers' and family brands.....	5 75 @ 7 50	South, white, new.....	56 @ 62
South's ship'g extras.....	5 00 @ 5 50	Oats—Mixed.....	41 @ 45
Rye flour, superfine.....	5 35 @ 5 60	White.....	43 @ 45
Corn meal.....		Barley—Canada W.....	1 15 @ 1 32
Western, &c.....	2 75 @ 3 25	State, 4-rowed.....	1 00 @ 1 08
Brandywine, &c.....	3 50 @ 3 75	State, 2-rowed.....	95 @ 98
Buckw. fl., p. 100 lbs.....	2 15 @ 2 35	Peas—Can'da, b. & f.....	82 @ 95
		Buckwheat.....	60 @ 62

(From the "New York Produce Exchange Weekly.")

Receipts of flour and grain at Western lake and river ports for the week ending Dec. 11, 1880:

	Flour, bbls.	Wheat, bush.	Corn, bush.	Oats, bush.	Barley, bush.	Rye, bush.
At—	(196 lbs.)	(60 lbs.)	(56 lbs.)	(32 lbs.)	(48 lbs.)	(56 lbs.)
Chicago.....	185,551	680,084	979,279	328,730	145,412	18,363
Milwaukee.....	62,053	388,405	41,330	40,800	119,342	19,450
Toledo.....	1,225	288,151	197,856	7,741	.....	547
Detroit.....	14,367	293,539	29,243	8,242	6,343	.....
Cleveland.....	2,562	8,000	32,000	11,200	5,000	.....
St. Louis.....	31,692	159,408	403,685	77,470	130,933	13,527
Peoria.....	7,460	12,675	265,375	117,300	15,500	19,450
Duluth.....	.....	.....	.....	.....	.....	.....
Total.....	184,912	1,818,260	1,948,748	591,483	422,550	71,347
Same time '79.....	199,611	1,514,319	1,532,352	281,249	312,385	50,745

Rail and lake shipments from same ports for last four weeks:

Week ending—	Flour, bbls.	Wheat, bush.	Corn, bush.	Oats, bush.	Barley, bush.	Rye, bush.
Dec. 11.....	197,322	212,220	466,716	403,716	66,158	33,192
Dec. 4.....	274,115	236,783	610,239	461,341	121,507	58,502
Nov. 27.....	173,709	531,786	854,916	453,190	107,987	56,489
Nov. 20.....	222,657	1,369,330	2,656,648	671,785	147,504	83,528
Total 4 wks.....	867,803	2,350,110	4,587,818	1,993,032	443,156	231,711
4 wks '79.....	617,495	2,862,054	3,470,523	800,885	476,386	115,086

The visible supply of grain in the United States and Canada, comprising stocks at the principal receiving points, on rail and on canal frozen in:

In store at—	Wheat, bush.	Corn, bush.	Oats, bush.	Barley, bush.	Rye, bush.
New York.....	5,666,212	2,574,928	907,395	188,742	192,321
Do. adnat.....	720,000	.....	.....	250,000	54,000
Albany.....	115,000	.....	114,000	390,500	55,500
Buffalo.....	327,009	304,829	44,078	299,560	20,950
Chicago.....	6,412,929	4,208,573	1,375,383	250,662	297,219
Milwaukee.....	2,036,045	22,326	37,989	397,075	54,625
Duluth.....	602,000	.....	.....	.....	.....
Toledo.....	1,815,716	612,349	77,418	45,000	2,549
Detroit.....	1,146,132	4,632	12,092	8,859	.....
Oswego.....	70,000	120,000	.....	440,000	40,000
St. Louis.....	2,261,617	1,167,206	209,460	57,919	59,606
Boston.....	279,026	316,897	76,160	10,023	1,237
Toronto.....	110,978	1,500	450	398,629	9,775
Montreal.....	125,049	25,500	4,570	10,397	7,297
Philadelphia.....	1,263,610	241,640	.....	.....	.....
Peoria.....	14,227	148,123	143,706	2,655	36,988
Indianapolis.....	398,800	99,900	112,200	.....	10,000
Kansas City.....	407,340	154,298	92,378	12,920	2,174
Baltimore.....	2,508,801	349,353	.....	.....	.....
On rail.....	648,000	901,000	509,000	87,000	48,392
Canal and river.....	1,445,000	4,504,000	100,000	114,000	40,000

Total Dec. 11, '80.....	28,673,491	15,757,056	3,816,749	2,963,944	932,639
Dec. 4, '80.....	26,930,859	15,753,676	3,567,563	2,861,443	913,044
Nov. 27, '80.....	24,622,480	16,683,747	3,657,280	2,449,380	871,647
Nov. 20, '80.....	24,190,673	17,935,815	4,296,074	3,621,093	853,147
Dec. 13, '80.....	23,244,986	16,492,430	4,477,435	3,472,544	846,679
Dec. 13, '79.....	27,688,539	10,079,363	2,612,664	4,730,815	1,161,970

THE DRY GOODS TRADE.

FRIDAY, P. M., December 17, 1880.

The dry goods market was very quiet the past week, as is usually the case at this stage of the season, but there is a very hopeful feeling in the trade, and renewed activity is looked for as soon as merchants have taken account of stock and closed up the business of the year. The demand for staple cotton and woolen goods has been comparatively light at first hands, but there was a further inquiry on the part of package buyers for white goods, quilts, printed lawns, piques, cambrics, and some other spring fabrics, resulting in a fair business. The jobbing trade has ruled quiet, selections having been almost wholly restricted to light re-assortments for immediate distribution, and there was not the least tendency toward speculation (by retailers) as was the case at the corresponding time last year.

DOMESTIC COTTON GOODS.—The exports of cotton goods during the week ending December 14 were 3,690 packages, including 1,654 to China, 649 to U. S. of Colombia, 414 to Great Britain, 326 to Hayti, 222 to Brazil, 133 to Mexico, 104 to Hamburg, 55 to Venezuela, &c. There was a lessened demand for nearly all staple cotton fabrics at first hands, and the volume of new business was comparatively light; but agents continued to make large deliveries on account of back orders, and prices ruled very firm on all such makes as govern the market. Cottonades were more active, and there was a satisfactory movement in plain and fancy white goods, quilts and piques. Print cloths were exceedingly quiet, and prices were again lower, sales of extra 64x64s having been made at 4½¢ 4 3-16c. and 56x60s having changed hands at 3½¢ 3 11-16c. Prints were in light request, but there was a fair inquiry for printed lawns and piques by the local and Southern trade.

DOMESTIC WOOLEN GOODS.—The market for woolen goods has remained inactive, but prices were steadily maintained on all fabrics of a desirable character. Heavy cassimeres and plaid-back overcoatings were taken in small lots for the renewal of broken assortments, but transactions were only moderate in the aggregate. Operations in light-weight cassimeres and worsted coatings lacked spirit, and but little improvement in the demand is looked for during the remainder of the year. For cloakings and repellents there was some inquiry, but purchases were chiefly confined to small parcels of specialties. Kentucky jeans were in irregular demand, but steady in price, and there was a moderate inquiry for plain and printed satinetts. Flannels were only in moderate request, but stocks are so well in hand that prices remain firm. Blankets were distributed to a fair amount, in execution of old orders, and many makes continue sold ahead of production. In dress goods, shawls and skirts there was no movement of importance.

FOREIGN DRY GOODS.—There was a fair demand for handkerchiefs, laces and other specialties adapted for the holiday trade, but otherwise imported goods were quiet in both first and second hands. Silks are a trifle firmer, and such staple fabrics as cashmeres, linen goods, white goods, &c., are steadily held by importers. The auction rooms have presented no important offerings of foreign goods, and the auction season will be brought to a close next week.